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Kowloon ... dep.	6.41	9.15	10.35	12.00	1.18	4.34	5.27	7.09
Yau Ma Tei ... dep.	6.51	9.25	10.45	12.10	1.28	4.43	5.37	7.20
Shatin ... dep.	7.03	9.37	10.57	12.21	1.39	4.55	5.50	7.32
Tai Po Market ... dep.	7.17	9.51	11.11	12.35	1.53	5.09	6.03	7.45
Fanling ... dep.	7.29	10.03	11.23	12.47	2.05	5.21	6.15	7.57
Shau Kei Wan ... dep.	7.39	10.13	11.33	12.57	2.15	5.31	6.25	8.07
Shum Shu Chan ... arr.	7.44	10.19	11.39	13.03	2.20	5.36	6.30	8.12

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shum Shu Chan ... dep.	7.29	9.06	10.37	11.40	2.58	4.36	5.12	6.05
Shau Kei Wan ... dep.	7.39	9.16	10.47	11.50	3.08	4.44	5.19	6.12
Fanling ... dep.	7.53	9.30	11.01	12.04	3.18	4.54	5.29	6.22
Tai Po Market ... dep.	7.48	9.25	10.56	12.09	3.21	4.57	5.32	6.25
Shatin ... dep.	7.47	9.24	10.55	12.08	3.27	5.03	5.38	6.31
Yau Ma Tei ... dep.	8.00	9.37	11.08	12.21	3.40	5.16	5.51	6.44
Shum Shu Chan ... dep.	8.14	9.51	11.22	12.34	3.53	5.29	6.04	6.57
Kowloon ... arr.	8.23	9.59	11.30	12.43	4.01	5.36	6.10	7.04

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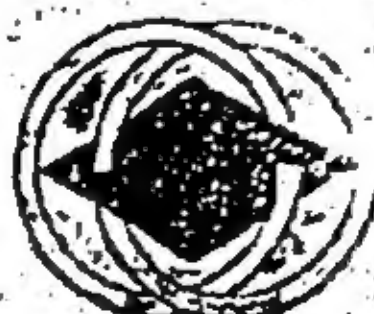
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SCOTTISH LETTER. A RESOURCEFUL LADY.

MISS GORDON CUMMING AND
CHINA.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, September 17th.
A distinguished Scotsman has passed away at Crief, at the ripe age of 83. Coupled with the pen of a ready writer, Frederick Constance Gordon Cumming had all the resourcefulness and love of enterprise and roving which belonged to a race of fighters and hardy big game hunters, hailing, it is said, from the days of Carlemagne. Tradition speaks of Cumming as domiciled in Great Britain before Norman William set foot on English soil.

Miss Gordon Cumming's travels, as published by herself, between 1876 and 1888, range from the Hebrides to the Himalayas, and include distant parts of the globe. No least remarkable was a cruise which he took in a French man-of-war. Underneath her taste for adventure lay a deeply religious sense which inspired her with an earnest desire to bring Christian teaching and practice home to lives needing these humanising influences. This desire led her to China.

I had the opportunity of learning about her efforts from her own lips (writes Mrs. Grace Buchanan). I had been urged to visit a missionary exhibition, which proved interesting but not very thrilling. A worthy man was holding forth rather stolidly about native customs, when a friend nudged me, saying, "A lady, a great traveller, is talking in another room. Come and hear what she has to say."

We went, and found a few people gathered together and the speaker sitting at a table with some papers and books before her. Whilst Miss Gordon Cumming was speaking, late-comers trooped in in twos and threes. She did not suffer interruption gladly. A moving speech is not helped by a moving audience, and the spirit of enterprise does not conduce to placidity. However, a few "Please shut the doors" and "Please sit down, this is an important point," brought the stillness when the proverbial drop of a pin can be heard. We sat enthralled as we gazed on the strong Scottish face and listened to a twofold account of the triumph of Scots over difficulties.

Twofold it was, because she found her best co-worker in an erstwhile Scottish hill postman who had shown his grit at home by carrying thirty pounds of missives daily over rough country, though handicapped by being one-armed. In China neuritis made a martyr of him, but it could not make him its slave.

How could these ardent spirits master the terrible intricacies of the language sufficiently to teach Chinese folk to read the Bible? Yet to leave a lasting impression no other course was open. Miss Cumming put on her thinking cap. She evolved a simplified numeral system and made books for the blind. With their spiritual eyes opened they became teachers of those who could see with their bodily eyes.

No wonder this gallant lady objected to interruptions; so did we who hung on her words. Her experiences were still so fresh and absorbingly interesting, all the more because they were described realistically and with the humour which we Scots are accused of not possessing. We saw the old Chinaman who brought a blind relative on a wheelbarrow along apologetic for roads to hear the wonderful news. We chuckled at the difficulty in teaching Chinese folk that a girl baby was a precious gift, not a nuisance to be summarily disposed of because sons alone were valuable. Tears came to our eyes and smiles to our lips, followed by smothered explanations of astonishment, at Miss Cumming's wonderful discovery which, like Columbus's egg, seemed so simple when one knew about it.

Under Charlemagne primitive monasteries and convents were founded to help and teach the needy and ignorant. A wee fragment of his mantle may have fluttered down to his far-off descendant. Both in their day and way helped to make a corner of the world better and happier, and as one gazes on the portrait of Miss Gordon Cumming's comely countenance, mellowed by age, one feels proud of a fellow-countrywoman who has left such a record.

THE PREMIER'S £30,000.

Public interest was intensely aroused when it was discovered that on March 12th last, James Ramsay MacDonald, 10, Downing Street, London, member of His Majesty's Privy Council, was allotted thirty thousand preference shares of one pound each in the well-known Edinburgh firm of M'Vittie & Price. The curiosity was not the least allayed by the announcement that Mr. MacDonald was only to have a life interest in that sum, and that it was to be the "endowment" of a motor car. No one, happily, suggested that the transaction was anything but "perfectly all right," still one should have thought that ordinary horse sense would have kept the Premier from making so bad a ship to the side in a matter of private policy.

In Lossiemouth district, where the Premier and Sir Alexander Grant are, of course, well known, the matter is looked upon as an ordinary incident in a very old friendship. Both of them are Morayshire men, born close together in the poorest of circumstances, one in Forres and the other in Lossiemouth, and Sir Alexander Grant's father and the Premier's uncle were fellow-guardians on the Highland Railway. Moreover, Sir Alexander Grant's summer-time visits to Lossiemouth have afforded opportunity for the ripening of the friendship. When Mr. MacDonald became Prime Minister, although the two were at the opposite poles in politics, the proudest and the happiest man in Scotland was Sir Alexander Grant, and when they met shortly afterwards Sir Alexander declared that his contribution to the Premier's comfort would be a Daimler motor car. There followed a friendly contest between the two men, which ended

in a sum of money being invested for the upkeep of a motor-car during Mr. MacDonald's life, the money then to revert to Sir Alexander's heir. The story, in one sense, is entirely charming. In it we are introduced to the David-and-Jonathan-like relations of two "Moray loons," who, starting from a common ground of honest poverty, diverged widely in their respective careers through life. But there are details in it which will be made the most of in some quarters. For instance, there is a question of dates. The 30,000 shares were presented in March last. In the month of June Sir Alexander Grant also presented £100,000 as a permanent endowment to enable the Government to accept the offer of the Faculty of Advocates to hand over their library in Edinburgh as the basis of a National Library of Scotland. And in the King's Birthday Honours List issued on June 2nd the donor received a baronetcy "for public services."

ANNUAL PREMIERS.

Political opponents and political supporters of Mr. Ramsay MacDonald will alike respect and sympathise with a confession which fell from his lips at Dundee. "I have come here," he said, "just a little bit tired. I sometimes doubt whether it will be possible in years to come, with long sessions in the House of Commons, with a little bit of unscrupulous party fighting, with no mercy shown, and no favour ever extended to anyone—I am beginning to be a little doubtful whether anybody can ever be Prime Minister of Great Britain for more than twelve months." But the sentiment would surprise our forefathers. Lord North occupied the post for twelve consecutive years, the younger Pitt for over seventeen, and Lord Liverpool for nearly fifteen. Periods of five or six consecutive years were served by Melbourne, Russell, Palmerston, Beaconsfield, Gladstone, and Salisbury, and, in recent times, Mr. Asquith was Prime Minister for over eight years. The bitterness of party conflict, no mercy shown and no favour extended, to which Mr. MacDonald referred, was not less marked in the days of North or of Pitt or of Gladstone than it is in our own day. Its character has, to some extent, changed. Obstructive tactics have been to some extent countered and lampoons have largely disappeared, and we doubt if the bitterness of party conflict is in itself responsible for the difficulties of a modern Prime Minister. The strain upon the health and the strength of the occupant of that exalted position is, indeed, only too obvious, and Mr. MacDonald's half-humorous, half-pathetic prophecy of an annual Premiership cannot fail to arouse a genuine sympathy. The real source of the trouble is to be found in the European situation. Our domestic difficulties are sufficiently onerous to tax the strength of the statesman who conducts His Majesty's Government, and there is not obvious reason why a great part of the conduct of foreign affairs at present in the hands of the Premier, should not be entrusted as in the past to a Foreign Secretary freed from all other cares, the ultimate responsibility resting, of course, with the Cabinet. The domestic work has been rendered greater than it need be because of the modern tendency to involve Government or Parliamentary intervention in every dispute, but a Prime Minister free from the intricate problems of the settlement of Europe might cope successfully with internal policy.

BALMORAL NOT LOVED.

Most Prime Ministers, it is recalled, were anything but fond of Balmoral. Disraeli frankly hated it, and Salisbury, Palmerston, and Gladstone regarded the place as one to be avoided as far as possible. But that was in Queen Victoria's time. The Balmoral of today is a vastly different place. When Sir William Harcourt went to church at Balmoral with Queen Victoria for the first time he wore a grey frock coat, in which he rather fancied himself. But he subsequently received a message from the private secretary—"We don't like grey on the Sabbath."

AUTHOR OF "THE WHISTLE."

I hear that Mr. Charles Murray, the author of "Hamewith" and even better known as the writer of "The Whistle," is coming home from South Africa shortly to settle down in this country.

MARRIAGE.

At Belhaven Church, on the 11th inst., by the Rev. William Jardine, M.C., M.A., assisted by the Rev. Sydney C. Still, M.A., John David, younger son of Mr. and Mrs. James Deas, 4, Granby Terrace, Glasgow, and Summerlee, Kilcreggan, Dumbartonshire, to Margaret Crawford M'Donald, daughter of the late Mr. Peter Bell, of Greenock and Hongkong, and Mrs. John K. Crawford, 11, Kelvin-side Terrace, South.

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Rub the soles and insteps right with
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Zam-Buk is soothing and purifying; it
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and dries, and swiftly heals sore
tender parts with strong new skin.

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COMPANY MEETING.

THE CHINA SUGAR REFINING CO., LTD.

A third extraordinary general meeting for shareholders in the China Sugar Refining Co., Ltd., was held in the Board Room of Messrs. Jardine, Matheson and Co., Ltd., yesterday.

Those present were: Mr. B. D. F. Beith (Chairman), Mr. H. P. White, Mr. C. Gordon Mackie, Mr. E. B. C. Hornell (Secretary to the Company), Mr. W. E. L. Shenton (Solicitor to the Company), Mr. G. M. Shaw (Manager), and the following shareholders: Messrs. H. Birkett, Choua Yu Shin, F. M. P. de Graca, Ho Leung, Ho Shai Kit, H.E. Hollands, Lo Man Hin, C. Savard-Remedios and J. F. Wright.

After the Secretary had read such portion of the notice as concerned the meeting.

The CHAIRMAN said: Gentlemen,—An indicated in that part of the notice which has just been read by the Secretary, the meeting has been convened for the purpose of receiving a report of the proceedings at the Second Extraordinary General Meeting of this Company, held on the 3rd inst., in so far as regards Resolution No. 3 set out in the notice convening such Second Extraordinary General Meeting, which was passed as an Extraordinary Resolution at that meeting and of confirming, if thought fit, such resolution as a special resolution. That resolution, as known, concerned the division of each of the existing 20,000 fully paid up shares of \$100 each into four fully paid up shares of \$25 each.

You will recollect that at the Second Extraordinary General Meeting, I gave the reason which actuated the Consulting Committee in bringing forward the resolution in question, and I do not consider it necessary to deal further therewith now, except to remark that at the Second Extraordinary General Meeting the resolution was unanimously passed as an extraordinary resolution, and that in order to comply with the Companies Ordinance, it is necessary that such resolution shall be confirmed as a special resolution. I accordingly beg to propose the confirmation as a special resolution of the said resolution, namely:—

(3) That each of the existing 20,000 fully paid up shares of \$100 each constituting the Company's present capital of \$2,000,000 be divided into four fully paid up shares of \$25 each so as to make such capital \$2,000,000 consisting of 80,000 fully paid up shares of \$25 each.

and I shall be much obliged if some shareholder will kindly second that.

Mr. H. BIRKETT seconded and the resolution was unanimously passed.

The CHAIRMAN then thanked those present for their attendance, this terminating the proceedings.

LONDON'S SUPER-SAFES.

ROMANCE OF A LUCKY PENNY
IN CHANCERY LANE.

Every night at six o'clock huge metal doors in a concrete and steel-lined building in the City of London shut with a clang and remain immovable for 15 hours. Behind them, in 15,000 safes and strong-rooms, lie securities, deeds, and "liquid assets" to the estimated value of millions.

They are the stronghold doors of the Chancery Lane Safe Deposit and in case their two tons of solid steel and their two time-locks, in addition to the ordinary means of fastening, are not sufficient to keep the treasures they guard safe against invasion, armed guards patrol the building throughout the night.

The grimly business-like vaults are the meeting-place of all sorts and conditions of men and women; burglars and millionaires have used them—anybody with a treasure to guard or a secret to hide. There is the "diamond queue" of merchants from Hatton Garden, who prefer to place their stock in the vaults every night than to trust it to a safe in their unguarded offices. Millionaires deposit their artistic and bibliographic treasures in the strong rooms. One paid £2,000 for a special door with two combination locks to be fitted to the room he rented.

Lawyers keep their most important documents in the safes, and women store their jewels there and come and gloat over them week by week.

And there is romance, too. For thirty years one man rented a small safe, for which he paid £3 3s. a year, for the sole purpose of keeping his "lucky penny" beyond all chance of loss.

"I do not know what virtue was in that penny," said the secretary of the Safe deposit "but I do know that when our renter first came he was in very humble circumstances, but when he died he was worth well over £100,000, and his heirs took the penny away."

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

OCTOBER 20th, 1924.	
Canton Insurance	£720 b.
Union Insurance	£240 b.
Hongkong Fire Insurance	£505 b.
Douglas Steamships	£30 ss.
Langkats (Combined)	Ts. 18 b.
Kowloon Wharves	£207 1/2 b.
Whampoa Docks	£168 s.
Shanghai Docks	Ts. 85 b.
Hongkong Wharves	Ts. 190 b.
New Engineering	Ts. 0.50 b.
Hongkong Land	£118 s.
Hongkong Hotels (old) & (new)	£214 s.
Humphreys Estates	£22 b.
Ewo Cotton Mills	Ts. 10.60 b.
Shanghai Cottons	Ts. 53 b.
Oriental	Ts. 3.35 b.
Cements (combined)	£22.35 b.
Hongkong Ropes	£80 s.
China Electric	£324 b.
Dairy Farms	£18 1/2 b.
Waterworks	£28 b.
Watsons	£28 b.
Hongkong Trams	£45 1/2 b.
Peak Tramways	£22 1/2 b.

b—buyers; s—sellers; ss—spec.



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WEDNESDAY, 29th OCT.

FAUST

THURSDAY, 30th OCT.

AIDA

FRIDAY, 31st OCT.

TRAVIATA

SATURDAY, 1st NOV.

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ON NELSON'S DAY

Tuesday, 21st October

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THEATRE ROYAL

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PIRACY A LA MODE.

PERSONAL STORY OF THE
"NINGSIN" ADVENTURE.
A GENTLEMANLY TRANSACTION.

With a pleasant short holiday in prospect, it was the good ship *Ningsin* which carried me from Shanghai with a small party of foreigners and numerous native passengers of all classes, at 2.30 a.m. on October 2nd.

We were bound for Foochow and, passing down the Huangpu, observed the many British, U.S., Japanese, French, etc. men-of-war. What an ample array there was to protect the interests of the nationals represented.

With the exception of this steamer's unpleasant submission to any little wavelet striking her abeam, it seemed for the first 24 hours as though an agreeable trip was to be made. Most of us were enjoying a book or a snooze on deck at 3.50 on the afternoon of the 3rd when the peacefulness was broken by the quick patter of feet along the deck, numerous barks from automatic pistols, and much shouting. It quickly occurred to me what we were booked for, and the upper deck appearing too warm a place, I made to go below. Before reaching the companion way, however, I was firmly intimated to me by a gentleman with a nasty looking tool in his hand that my presence alongside two other foreigners was most required just then. Shortly afterwards we were made aware that a general assembly in the Captain's cabin was called for. One could not but note at this juncture that the state of the captives' nerves was generally, as far as appearance could guide one, superior to that of the captors.

Several more shots were heard somewhere aft and at this time the captain was brought into view and as a much worried man it was made clear to him that his services would be under requisition for navigation purposes. Another foreign passenger (from the steamer) now joined us, and he, a German, was indignant upon being taken for a Japanese, upon a cursory inquiry as to nationality being made.

It was a time of suspense, this cooped up, pistols being much in evidence, and the movements of the pistol of a violently sea-sick pirate added nothing to our composure.

GENTLEMEN PIRATES.

In the inevitable trend of thought to one's people at home one could not help feeling great sympathy for a gentleman amongst us with a baby boy, his wife being below at the time of the outbreak and who had not joined the assembly. After some time, however, when axes had been commandeered and taken aft (we devoutly hoped this was for the purpose of broaching cargo) it appeared from one of our captors throwing a basket of pears on the floor that those into whose hands we had fallen must be gentlemen pirates; nevertheless I did not dare to dwell upon the fate of a gold watch and chain and particularly a sporting gun besides other personal property left in my cabin. Observing, however, that we had not so far been requested to "stand and deliver," it was conjectured that there must be something of more than usual value amongst the cargo which had been the primary incentive to the band's attention.

The course had been altered ere this, and it had become apparent from the point in Wenchow Bay where the command had changed hands that the neighborhood of Foochow would be carefully avoided.

TWO DAYS UNDER GUARD.

About 6 p.m. we were agreeably surprised to have it intimated to us that we might adjourn to our respective cabins. I was overjoyed to find my aforesaid belongings intact and a chat with the boy at dinner (solo) elicited that the chief lure had been 30 boxes of silver sycee. Another boy shortly afterwards imparted the information that "this" I thought it would be more apt to reverse the object of the sentence but was not displeased with the cheer of his quick adaptation to circumstances and the implication that things might not prove so very serious from the personal viewpoint.

During two days under guard, in which time in sundry visits to my cabin I had been relieved of the portion of bank notes reserved for such contingency, it transpired that our destination was somewhere between Swatow and Hongkong, and in due course we arrived in Bias Bay, which is the next bay north of Mira Bay, the southern side of which is Hongkong New Territory.

THE PIRATES' FAREWELL.

To our great relief some time after several blasts upon the "siren" had been given, sampans began to appear, and, although it must have been perfectly apparent to the boatmen that their hirers were pirates, there was no time lost in tuning to terms and in surprisingly little time sycee boxes, bales of silk, handbags and seemingly useless "junk," and lastly the pirates themselves, were on board the sampans, several shots being fired at the last by way of warning not to attempt any "tricks."

The 30 sycee boxes taken were said to represent a value of \$120,000, and gold, diamonds, etc., and banknotes, taken chiefly from the comrade, steward and Chinese passengers, were reputed to be of at least a like total value—a good haul for a band of 24.

Whilst the foreigners have to thank a more or less orderly chief of the pirates for the comparative inconvenience caused them, the loss of the life of a quartermaster, who was shot through running on to the bridge at the time of the outbreak, has to be deplored. One hundred dollars was, however, paid to the comrade for his relatives—*N.C. Daily News.*

CRICKET NOTES.

The cricket on Saturday last was the duldest exhibition which I have seen for some time. The only players which emerged with any credit were, to my mind, Omar, Arculli, Owen Hughes, Reed, Bowker, Webster, Fincher, Ismail and Holdman. I omit Jotham, as I gather he is not supposed to be eligible. According to precedent there is no reason why he should not play against Singapore. One, Maundrell, did fifteen or sixteen years ago, although he did not appear against Shanghai; and this year, in reply to an enquiry, Hongkong has said that Livock may play for Singapore, although his ship will probably be at Hongkong at the time.

The regulation about Naval Officers is necessary, I think, with regard to Shanghai, though it is rather hard lines on the China Squadron to be barred from representative cricket. But the Singapore match is hardly a parallel, and I think each case should be treated on its particular merits. After all, it is Cricket and not Association Football. But I would mention one thing. I learn that after E. B. Reed had played for Cornwall once in 1923 it was questioned if having represented Hongkong did not disqualify him from County Cricket, at home. I don't think the point went to the M.C.C. and it seems most unfair to Colonial Cricketers. But it was most certainly discussed. No one seems to have remembered that no question was raised when Captain Barret played for Hampshire after representing Shanghai. It seems very silly—but as the point was undoubtedly raised last year, I think a ruling should be asked for from the M.C.C. What is going to happen when Gresswell goes on leave? He played for Ceylon against the present English team on its way to Australia at Colombo only the other day.

I seem to have side-tracked myself; to resume. I know very well that all the players on Saturday last were suffering from a pronounced attack of Interpertia. But that is just it. If the fact that he is on trial is going to put a man off his game, he is not going to be a success in an Interpertia. *Toutjours l'audace*, as the anopheles said when he stung the M.O.H. Take Stapleton's case. He was one of the prettiest bats in the Colony, but though he played in two Interperties, at least, he never came off. It is one of the hardest duties of the Selection Committee to aim this factor up. The necessary quality—beyond cricket ability in an ordinary way—can be described in one little word of four letters, but my Editor says I must spell it "interior."

It is with the utmost regret that I hear that Hancock is ill. I am glad to say he is much better and that he will be in the field again in a week. It is, I think, the general opinion that Hancock though seedy is worth two of most people who are fit, but he is the last man to allow his own inclusion unless he is sure of himself. For the sake of the Colony all cricketers will wish him a speedy return to robust health. Owen Hughes, too, has to rest for a full week owing to a strain. It is very hard luck, as he seems to me to be one of the biggest certainties for the team. It must be remembered, however, that we have not only to think of this year. We have now the most promising lot of young cricketers that we have had for ten years among the permanent residents. And though we may have to field a weak team now, the match experiences will be of the utmost value in the future. Youth will be served, even at cricket, and we shall not always have Pearce and Hancock to bear the brunt of the struggle.

I learn that the number of competitors for the Interpertia side has been reduced to twenty-six, and I give them in no particular order: Hancock, Pearce, Owen Hughes, Bowker, Webster, Balhatchet, Hamilton, Kent, Wood, Stripp, Jacobs, Omar, Rumjahn, Wallington, Holdman, Quick, More, Reed, Powell, Pendered, Ramsay, Hargreaves, Mitchell, Arculli and Evans. There is one more, but the name escapes me.

I am rather sorry not to see Fincher's name down for one more trial, but, of course, the Committee do not limit themselves to these gentlemen. Pendered is a new-comer, and has not been fit to play until last week. He swerves a lot and uses his height to bring the ball down from a height. But I doubt if he will be fit, even if he improves. He does not seem a super-fine bat at present.

(Continued on next column.)

LOCAL SPORT.

LADIES' HARBOUR RACE.
WINS FOR MISS GROUNDWATER.

The ladies' annual swimming race across the harbour for the Mackinnon Challenge Cup took place yesterday afternoon, five fair competitors starting from the Kowloon side, and finishing at the Praya Wall next to the Victoria Recreation Club.

The entrants were Miss M. Groundwater, Miss B. George, Miss M. Blunsdon, and those two tiny but very plucky swimmers, Phyllis and Doris Hunt.

Miss Blunsdon established a lead at the start, and kept it for three minutes, when Miss Groundwater drew level with her. The two swam thus for about two minutes, and then Miss Groundwater took the lead, which she continued to increase until the finish. She won her race in fine style, swimming in strongly, a long way ahead of the others.

The order of finishing, and times, were as under:—
Miss M. Groundwater, 44mins. 35secs.
Miss B. George, 46mins.
Miss Phyllis Hunt, 46mins. 35secs.
Miss M. Blunsdon, 45mins. 35secs.
Miss Doris Hunt, 46mins. 40secs.

Miss Groundwater has now won the Cup for the third year in succession, and it thus becomes her own property.

After the ladies' harbour race, a team event of six aside, was contested at the Club bath by the V.R.C. and the Chinese Bathing Club, the former winning easily, in 24mins. 45secs.

Further harbour races will take place to-day and to-morrow, to-day's race being confined to Chinese, and to-morrow's being an open event.

BOXING.

JIM CARTLIDGE vs. "MATTY" SMITH.

THE NAVAL MAN'S RECORD.

The record of S.P.O. J. Cartledge, who is to meet "Matty" Smith in Hongkong on the 15th of next month, makes interesting reading.

He was featherweight champion of the R.N. and Marines over 1919-20-21 and 22; featherweight champion of the British Imperial Forces in 1920-21; featherweight champion of the British and French Forces, 1921; featherweight champion of the Atlantic Fleet, 1920; finalist for the Blackfriars Ring belt championship, 1920-21; lightweight champion of the R.N. and Marines, 1923; and lightweight champion of the British Imperial Forces and the Atlantic Fleet the same year.

In all, he has engaged in 98 contests, has lost seven, and drawn three. He has never been knocked out.

Cartledge, as is known locally, keeps himself in strict training. Smith, also, is in good condition, and intends to have two or three fights at Shanghai before coming here.

I have been asked to draw special attention to the running last Saturday. The backing up as a general rule was very poor, and no one seemed to run the first run at full speed, nor did the majority of batsman watch the ball for a possible second, or an overthrow. It is serious when this has to be mentioned to people who are trying to get into an Interpertia side. It must be remembered that slovenly cricket in a trial means slovenly cricket in the real thing.

The Singapore team is now as follows: Holmes-Browne, Wyatt, Foster, Riches, Brand, Grenier, Edwards, Knight, Phayre, Thompson, Whitely and Livock. I am in receipt of a letter from Singapore written recently and will give some notes on these gentlemen later in the week when I have more space.

R. AMB.

INTERPORT TRIAL.

Hongkong Cricket Club team for Saturday, October 25th, at Interport Trial, on Club ground commencing at 1.45 p.m.—

H. Hancock (capt.), A. E. Wood, A. C. I. Bowker, E. D. Evans, E. W. Hamilton, R. E. A. Webster, E. J. R. Mitchell, A. W. Ramsey, F. H. Holdman, F. N. Young, Q.M.S. Jacob, Rev. E. K. Quick, and Rev. T. E. Powell.

T. E. Pearce (capt.), H. G. Wallington, E. B. Reed, Lieut. Hargreaves, F. H. Pendered, N. Balhatchet, G. R. More, A. A. Rumjahn, C.Q.M.S. Stripp, U. Omar, H. Owen Hughes, A. el Arculli, and Capt. Kent.

Tiffin will be served in the Pavilion at 1 p.m. sharp.

CLUB v. INDIANS.

In this match at Sookunpoo, at 3 p.m. on Saturday, Hongkong C.C. will be composed of H. E. Hollands, J. D. H. Crawford, J. D. Humphreys, W. J. Hope, W. W. Mackenzie, Col. E. D. Matthews, M. M. Maas, D. E. G. Nicholson, G. H. Piercy, J. Finnie, E. F. Stewart.

MANILA GOLFERS ENTERTAINED.

DINNER AT THE HONGKONG HOTEL.
INTERPORT MATCHES AND SPIRIT OF FELLOWSHIP.

Following the two days' golf match between the Hongkong Club and Manila at Funtling, the American golfers were last evening entertained by the home victors, a dinner having been arranged in the Roof Garden at the Hongkong Hotel.

Altogether apart from the question as to victors or losers, it was very evident from the very beginning that those present at the dinner intended having a good time. The spirit of "course" fellowship permeated the whole affair.

Following the toast of "the King," the "Star Spangled Banner" was rendered on the piano, and was heartily responded to by the 50 odd present at the function.

Mr. J. B. Ross then rose and called upon Mr. A. B. Stewart, Captain of the Hongkong Club, to address the gathering. Mr. Stewart said that it gave him great pleasure in doing so, and he was sure that he was voicing the sentiment of all the members of the Hongkong Club in saying that he was pleased to have the Manila team with them again.

He always found that they were up against it when they visited Manila. There were, of course, the changes to be considered. The change of climate, change of course, and change of drinks. (Laughter.) He thought that the Funtling ground this time had been in really good condition, though on the second day the wind has been troublesome. The Americans asked them would steel shafts be permitted on this occasion, and though barred, the Hongkong golfers said that that they could use them if they wished, yet the Americans had very sportingly refrained from doing so.

They had played Manila three times, and now Hongkong were one up. How was sure that when they visited Manila their visitors would do their best to redress that balance. Manila, on their own course, were very "hot stuff," and they always gave Hongkong a hot time there. (Laughter.) He now had pleasure in asking them to stand and drink a toast to the health of Manila's President and the American team.

Mr. R. W. Spofford, President of the Manila team, in responding, said that he thanked Hongkong very, very much for their hospitality, and when they visited Manila he was sure the Club would try and return it. He hoped that they would all come to Manila. It did not matter a great deal who won. It was the spirit of fellowship that these Interport matches brought about that counted. It brought them together in a way that they could never achieve otherwise.

Mr. Spofford and Mr. B. F. Few at this point unfolded a flag of the Manila team and presented it to Hongkong Club. Souvenir silver cups were then presented to the members of the Manila team.

Manila's Captain then presented the Hongkong Club with two souvenir photographs of the Manila course, taken from the air by Lieut. Vanaman, of Manila.

Mr. A. H. Ferguson commented on the spirit of fellowship that existed between Hongkong and Manila golfers, which was undoubtedly brought about through these Interport matches, and Colonel Nichols, of the Manila team, responded. Colonel Nichols said that he had come to Hongkong as a reserve, and his intention was to have a good time, but now he was sure that all present were having a good time.

Mr. Oscar Eager sang "I'm So Sleepy," a violin solo was rendered by Dr. Mackay, Mr. H. Piercy sang "Fairies," and "Come to the Fair," "Glorious Devon," given by Mr. H. B. L. Dowbiggin, was much appreciated.

The members of the teams present were:—

Manila.—Mr. R. W. Spofford (President), Mr. B. F. Few, Mr. G. M. Ivory, Mr. W. J. Pamieson, Mr. J. B. H. Mason, Col. J. B. Nichols, Lieut. Geo. W. Read, Jr., and Lieut. A. W. Vanaman. Hongkong.—Mr. A. B. Stewart, Mr. J. W. Shawan, Mr. A. H. Ferguson, Mr. R. A. Camidge, Capt. L. W. Bennet, and Mr. E. J. R. Mitchell.

AFTERMATH OF THE
CANTON MASSACRE.

[FROM OUR CHINESE CORRESPONDENT.]

Reports are current in Canton that armed hands favourable to General Chen Chiung-ming have been trying to approach Canton from the east since the evening of October 17th. At the same time there are reports that large forces of merchants and village volunteers from districts outside Canton are threatening the Reds now defending the city.

The city has been quiet since the massacre, except for rice riots which took place on October 18th and 19th.

Dr. Sun has reduced from \$300 to \$100 the fine generally imposed on merchants supporting the Volunteer Movement.

Official reports given by the Canton Fire Brigade, still incomplete, give the number of shops burned during the Canton massacre as 387. So far only 20 of the 34 streets have reported. Fire first started at 6.20 o'clock in the morning of the 15th at West Gate of the City, and upon the fire patrols and engines of the Brigade going to fight the conflagration, it is stated that they were thrice fired at by troops.

The Red Generals did not take any action against looting until 5 o'clock in the afternoon of the 16th, when General Li Fook-lum of the Red Army Third Corps, whose men did most of the looting, was warned by Garrison Commissioner Yang Hsi-min of the City to stop further plundering.

The Chief Command of the Hunanese Mercenaries in Canton has officially apologised for its men having participated in the looting during the Canton massacre of October 15th by executing Commander Yi Kung Chak for the crime.

Mr. Liao Chung-hoi (ex-Governor) has reported that more than 50 barbers were shot by the Merchants Volunteers during the Canton massacre. The barbers section of the Kuomintang on that day was given the job of incendiaryism and rewards for each fire started ran from \$300 to \$1,200, depending on the damage done. During the massacre some 40 fires were started in the Western Suburb alone, but only 21 or 22 were successful.

It appears that many of those reported to have perished in the flames during the incendiaryism of October 15th have been traced to Honan, having been taken captive.

Since the 8th of October Canton has been newspaperless on account of the unwillingness of the publishers to grant the demands of the printing room forces for an increase of wages by 40 per cent. over the schedule fixed on the first of this year, 1924. The compositors, at the request of the Kuomintang, have just issued a daily. As its contents have been nothing but Kuomintang political party news or reports and despatches of the Red Government in Canton, it is not unlike any other government gazette or party bulletin and consequently has no public support.

THREAT OF FRESH STRIFE
IN CANTON.HONGKONG TROOPS LEAVE FOR
SHAMEN.

That the Hongkong authorities view the existing situation in Canton with a certain amount of concern is suggested by the fact that troops have been despatched from this Colony to Shamen.

Two British officers and 80 Indian other ranks of the 4/4th Bombay Grenadiers (K.E.O.) left Hongkong by the s.s. *Kishan* on Sunday night for Canton, to do duty on the British Concession.

In addition to the valuable property already existing on Shamen, goods of various kinds representing a very large sum of money have lately been deposited there for safety, and it is presumable that Sunday night's contingent of troops have been sent to guard the island against possible attack by would-be looters.

The ill-feeling, alluded to in last Saturday's *Daily Press*, between the Yunnanese and Cantonese soldiery, under Sun Yat Sen grows more acute. It flared up ominously last Sunday, when a fight occurred on the Honan side of the river at Canton between about 100 Yunnanese troops and an equal number of men belonging to Li Fook Lum's force. The affair began at about 6 p.m. and lasted for upwards of an hour.

The civilian population of Canton are in a high state of alarm, and continue to flee for safety in large numbers to Hongkong. Yesterday between 1,400 and 1,500 Cantonese refugees arrived in the Colony on the s.s. *Patehian*.

A rumour was current among the Chinese population of Hongkong yesterday afternoon that fifty or more deserters from Dr. Sun's Yunnanese force had applied at the French Consulate, here for passports to return to their own country by the Southern route through French territory. The rumour suggested that the supposed deserters wished to spend the remainder of their days in luxurious idleness on the loot they had secured during the recent upheaval in Canton.

A *Daily Press* representative who interviewed the French Consul learned, however, that there was no truth whatever in the story.

CRIMINAL SESSIONS.

[REPORT BY THE CHIEF JUSTICE (SIR HENRY GOLLAN, K.C.)]

NEW CHIEF JUSTICE'S FIRST
CASE.

A LIGHT SENTENCE.

The first case which Sir Henry Gollan dealt with in the Colony was one in which a godown keeper was charged with being in unlawful possession of a dagger. Mr. T. M. Hazlerigg, who prosecuted, said that the dagger was found on September 4th by the side of prisoner's bed at the godown. It was made from a file which had been hollow-ground and sharpened.

Mr. F. G. Jenkins, defending, pleaded that the man had never denied the dagger was his property and he had never attempted to hide it.

In passing sentence of six months' imprisonment with hard labour His Lordship said he was taking a merciful view of the case, but because he had inflicted a light sentence it did not mean that he did not appreciate the necessity of the enforcement of the Ordinance.

ARMS AND AMMUNITION
POSSESSION.

A ship's fireman named Leung Sze, was charged before the Chief Justice with having in his possession 17 automatic pistols, 20 revolvers and 3,555 rounds of ammunition.

Appearing for the Crown, Mr. Hazlerigg said defendant was arrested on board the s.s. *Ningchow* on October 2nd. The Chief Preventive Officer, Mr. R. J. Clarke, looking down into the stokehold, saw the defendant standing near the port bunker and noticed a bag protruding. He told off a man to detain prisoner and then went down and found the bag to contain arms and ammunition. He found two other bags, one containing 20 revolvers and 350 rounds, and the other containing 1,575 rounds. The first thing prisoner said was "These arms are not mine." This, Counsel suggested, was strong evidence that he knew the contents of the bags. At the Magistracy prisoner told a story of being paid \$20 by a passenger to look after the bags.

The Jury found prisoner guilty, and he was sentenced to seven years' imprisonment, with hard labour.

DOCTOR ATTACKED AT
SHAUKIWAN.

TWO CHINESE SENT TO PRISON.

Chan Choi Kwong and Wong Kai Shun, was charged with wounding Mak Kwok Sang, a doctor, on a road near Shauiwan, with intent to do grievous bodily harm.

The Crown was represented by Mr. Hazlerigg, Mr. N. L. Brewer defended, and Mr. H. S. Fitzroy held a watching brief of the prosecutor.

Mr. Hazlerigg said that the Doctor was attacked on a lonely road by the two defendants and was stabbed with a knife.

Evidence was given by Wu Yu, a ticket collector, who said that on July 3rd, the day on which attack is alleged to have occurred, he heard a police whistle blowing and he ran down into the main road. He saw three persons run out of a side street, near the American Mission. One of the men was the first prisoner with whom he had worked at one time.

An Indian Police Sergeant, giving evidence, said that he came upon the Doctor in a main street at Shauiwan. He was bleeding from the mouth and also held his hand to his side as if he had been stabbed. The Doctor took him to a side street near the American Mission where he found a sharp chisel on the ground. This appeared to be blood-stained.

Chinese Detective C3 said that on the 7th August he arrested the second prisoner in Connaught Road. He called upon him to stop and the man showed no inclination to run away.

A Chinese Detective Inspector said that on August 13th, he attended an identification parade at the Police Headquarters, Macao, when the Doctor and Wu were brought in to a room at different times, and each identified the first defendant. Detective Inspector Earnshaw said that at a similar parade at the Central Station the second defendant was identified by the Doctor and two witnesses.

CASE FOR DEFENCE.

Mr. Brewer said that the first prisoner had known the doctor for some time. On the occasion of the illness of his aunt he called upon Dr. Mak and asked him to visit her. They went together from Bonham Strand to Shauiwan. On the way they met Wong Kai, a friend of the first prisoner, who said he would go with them. When they got to the house they found a sanitary inspector was proceeding, so they decided to adjourn to a nearby tea-house. The Doctor said to Chan Choi that he had something important to tell him; but that it was for his ear only. Together they walked out of the tea shop, passed the house, and went into a lonely lane. Chan Choi's

(Continued on next Column.)

ALLEGED CONSPIRACY.

CHARGE AGAINST SOLICITORS
CLERKS.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon, the case in which Cheung Pui Chuen, alias Charles Kent, and Lo Shu Fan, two clerks in the employ of Messrs. Hastings and Hastings and Denny and Bowley, were charged on three counts, was continued.

It was alleged that they had conspired together to defraud Wong Tak Yin of her property by false representations in that Lo Shu Fan was owner of certain lands in the New Territories and had transferred the same into the name of the said Wong Tak Yin and desired to mortgage the same. The other two counts alleged that the defendants conspired together to induce the complainant by false representations to sign two deeds of sale.

In the last two counts, the defendants were alleged to have acted in conjunction with Au Hon Fu and Ho Sai Lok.

Mr. M. K. Lo prosecuted and Mr. E. Davidson appeared on behalf of the defendants. Mr. H. S. Fitzroy, instructed by Messrs. Lee and Russ, watched the proceedings on behalf of Lo Shun Chau, the purchaser of certain property involved in the case.

Ho Sai Lok, complainant's son, in the witness-box, said that he was now nineteen. He knew a place called the Luang Wan board house. The first time he went there was in July, 1922. A man called Lu Siu Kau took him there to see a "cricket fight." There he was introduced to the two defendants. Witness knew that in August, 1922, his mother executed a mortgage. He went to the office of Messrs. Hastings, Hastings and Denny and Bowley with her when she executed it.

Describing events which, according to the witness' story, led up to the execution of the document mentioned, witness said that one day previously he went with the second defendant, a man named Au Wan Fu, and a man whom he did not know, to a Chinese restaurant in Des Vaux Road Central. Au Wan Fu asked witness why he did not do some business. Witness answered that he had no money. Au Wan Fu replied that that did not matter, as witness' mother had plenty of credit. Witness answered "If you have any scheme that may profit me, please let me into it." The party then went to the Luang Wan boarding house, where they found the first defendant. The latter said that he had a piece of land in the New Territories, and suggested that if the witness wanted to do business, that piece of land must be transferred to his (witness') mother's name. Under that name they could mortgage the land and get the money to start business.

After some talk, continued the witness, he agreed. He told his mother, and afterwards went with her to Messrs. Hastings' office. He took her into the first defendant's room, and introduced her to him. The first defendant asked her if he (witness) had "told her about it" and she said "yes." The first defendant then said "Can you write?" and witness' mother replied that she could not write very well, but that she could copy. First defendant then wrote out the three characters for "Wong Tak Yin," and asked her to practise writing them.

Later witness saw the first defendant take her into a room where the second defendant was. Witness stood outside the door. It was open, and he could see what was going on in the room. He saw the two defendants and Mr. Webster standing watching his mother sign a document.

The hearing was again adjourned.

friend followed at a few paces behind them. The Doctor suddenly accused Chan Choi of having had indecent relations with his wife, and said that he had better confess for he had proof of it. Chan Choi said: "If I confess, will you forgive me?" The Doctor told him to "look up at the hill and he did so. Mak Kwok drew a dagger, and had his friend behind not intervened he would have been struck. In an endeavour to get this from the Doctor the latter was cut with the knife in the struggle which ensued. When the two men had dispossessed him of the knife they took to their heels. This was the case for the defence.

The Crown Solicitor said that it seemed irregular that the assailant (the Doctor) should be chasing these men and blowing a police whistle all the time.

NOTA FOUND GUILTY.

The two defendants gave evidence, and the second said the struggle for the possession of the knife lasted for an hour. The reason why they ran was that they were frightened. The Doctor was "too good a fighter for them."

The jury found prisoners guilty of malicious wounding, and they were sentenced to 12 months' hard labour each.

TRAFALGAR DAY.

"YE DID IT, MATES, FOR ME!"

Not just to praise a hero's name,
Though that be honoured well,
Not to proclaim the deathless fame
Of how one hero fell.
A mighty hero-host they rose,
A dauntless band and free,
Who fought not only human foes,
But the raging sea.

The watch is past, the sleepers still,
Though wild waves beat ahead,
Though peace fulfil the ocean's will,
And storms of strife are dead,
Though smiling lands may gleam before,
The shadows on the lee,
They come no more to the joys ashore,
From the restful sea.

But when the good ship Time shall reach
Her voyage's end at last,
And, silent-catch, along the beach
Her countless crew march past,
Then these shall hear their Captain's voice.

"Ye did it, mates, for me!
Twas well your choice,—brave souls, rejoice."

By My Love's wide sea!
GLADYS JACKSON.
Hongkong, October 21st, 1924.

TO-NIGHT'S NAVY LEAGUE
CONCERT.

Following is the programme for to-night:—

- PART I.
1. Overture—"Plymouth Hoe".... Ansell
BAND OF THE EAST SURREY REGIMENT.
2. MALINI, the Great Magician
3. Song—"The Toilers".... Piccolomini
Mrs. W. HAROLD PERRY.
4. Song—"The Fishermen of England"
M. F. PHILLIPS

- Mr. G. H. PIERCEY.
5. Pianoforte Solos
"Humoresque".... Anton Dvorak
"The Nightingale".... Liszt
MADAME BONENFANT.
6. Dickens Character of
"Scrooge" from
"A Christmas Carol"
MR. CHARLES OLIVE.

7. Song—"The Enchanted Forest"
M. F. PHILLIPS
Mrs. N. MATHIESON.

8. Humorous Song
MR. W. A. HANNIBAL.
9. Fantasia—"Trafalgar".... Miller
BAND OF THE EAST SURREY REGIMENT.
(Interval of 10 minutes.)

- PART II.
1. Another Pair of Spectacles
(A farce in one Act
by Victor Bridgers)
Characters.
Evelyn Hastings Miss ALICE BRENNAN
George Hastings Mr. LYONEL M. S. LLOYD
Cripps Mr. A. N. LUCY
(The play produced under the direction
of Mr. Rupert Foster.)

2. Songs
"Pagan".... Hermann Loehr
Selected
Mr. A. HYDE LAY.
3. Song—"Break d' Day"
W. SANDERSON

- Mrs. C. MANCINI.
4. Cello Solo
(a) Aria, from Orpheus.... Gluck
(b) Gavotte.... Popper
Miss DALLAS FRASER.

- At the Piano, Mrs. BONENFANT.
5. Songs
"There's a Land".... Allitsen
"Shipmates of Mine".... Sanderson
Mr. R. McARTHUR KEOWN.

6. Songs
"Softly awakes my Heart"
Saint-Saens
"Love's A Merchant"
Molly Carew

- Mrs. DOUGLAS REID.
7. Song.... Selected
G. A. MUSITANO.
8. Song—"Land of Hope and Glory"
E. ELGAR

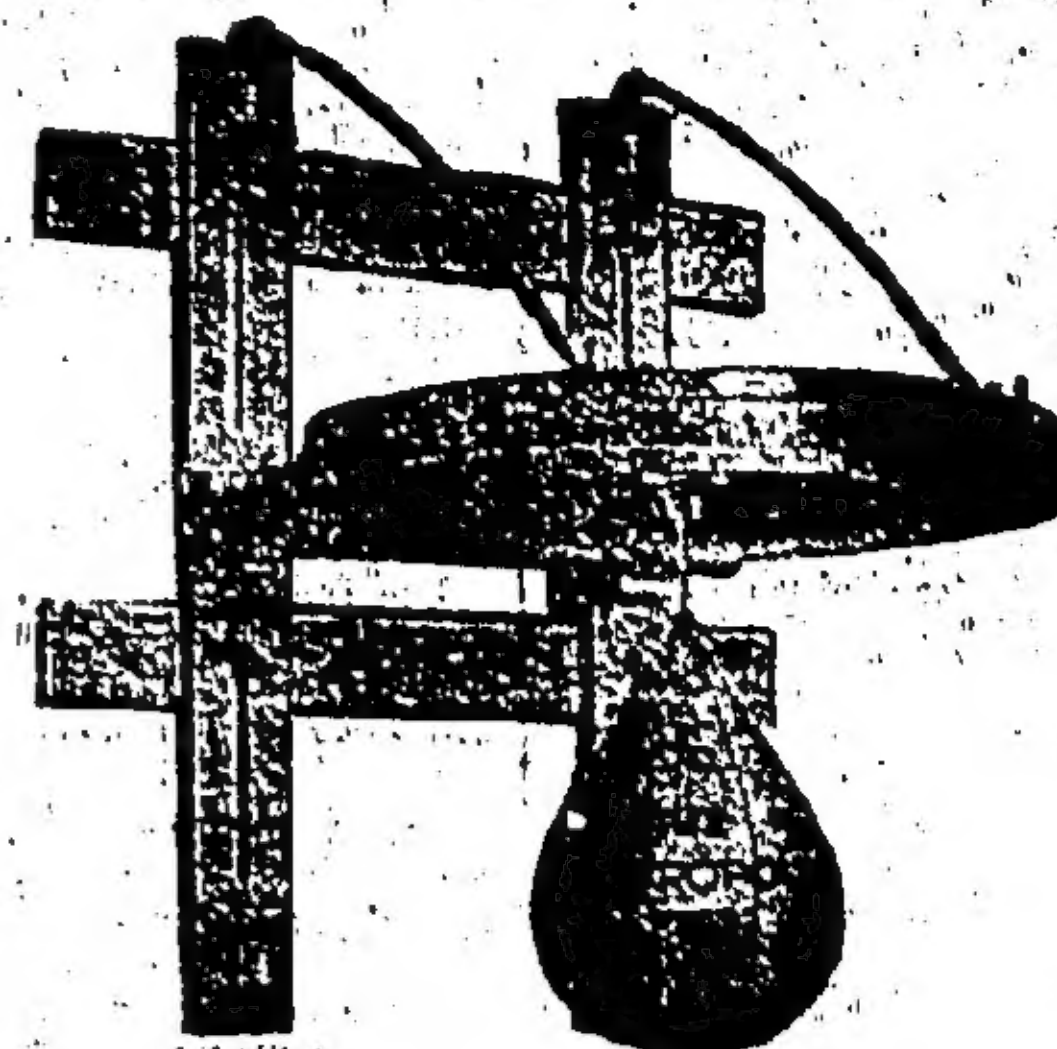
- Mrs. C. MANCINI.
Accompanied by
Band of the East Surrey Regiment.
GOD SAVE THE KING.

In a letter to Governor-General Wood, one Arcadio Bayona accuses a high officer of the Customs secret service, with being a leader of a gang of opium smugglers who have been flooding the islands with the dope recently. Other Customs officials and subordinates, according to Mr. Bayona, are also implicated. The letter is written in Spanish. In it the writer assures the chief executive of the alleged huge amounts of opium and similar drugs which the ring leaders have been dumping into the local market. He claims he has all the evidence necessary to prosecute those whom he charges with the fraud.

In a letter dated London, September 8th, Mr. H. E. Morris of Shanghai mentions that he has a yearling filly, to be added to his string of horses, which he bought at Doncaster and which was bred in the home stud that reared Manana. She is a nice bay, with black points, by Gainsborough out of Confly, the dam of Oujah. Her price was 4,000 gns., but as things are going this year she was considered rather under value. Anyhow, Mr. Morris says, "If one must dabble in the region of high prices, I would rather have a high-class filly than a colt. It is almost the old question again of investment versus speculation." Mr. Morris is booked to leave England, on the 22nd instant.

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AND KEEP FIT.



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Special Offer.

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WHITE SUEDE SHOES

Trimmed Beaded Buckle
\$14.50 per pair.

WHITE CANVAS

Cross over Strap
\$8.50 per pair.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

THE HOME ELECTION.

THE ANGLO-SOVIET TREATIES.
MOSCOW DECIDES TO ADJOURN
RATIFICATION.

Moscow, October 20th.

In view of a general election in Britain the Central Executive Committee of the Soviet Union has decided to adjourn the question of the ratification of the Anglo-Soviet treaties.

EARLIER CABLES.

LATEST NOMINATIONS.

London, October 19th.

The final figures show that 1,414 candidates were nominated on Saturday, including thirty-two unopposed, making, with previous nominations for Cambridge and London Universities, 1,450 candidates, comprising 532 Conservatives, 7 Constitutionalists, 341 Liberals, 504 Labour, nine Co-operatives, eight Communists, twelve Independents, seven Republicans, and one each Sinn Féin, Nationalist, and Prohibitionist.

The nominations for the combined Universities and the University of Wales have yet to be made. Twenty-three of 223 three-cornered fights are in London. A Christian Pacifist and Liberal have been nominated for the University of Wales, making the total of candidates 1,422.

LATEST CABLES.

DUTCH BANKING EFFORTS.

S. AFRICA TO BE APPROACHED.

The Hague, October 20th.

Dr. Vissering, president of the Netherlands Bank, will depart for South Africa at the beginning of November to enquire, in consultation with Professor Kemmerer of Princeton University, into the question of the advisability of introducing a gold standard independently of Britain.

Dr. Vissering will go from South Africa to the Dutch East Indies and discuss with the management of the Java Bank and the Dutch East Indies Government the restoration of the rate of exchange and a gold standard there.

IRAQ FRONTIER DISPUTE.

LEAGUE TO STEP IN.

Geneva, October 20th.

The Council of the League will specially meet at Brussels on the 27th instant in connection with the Iraq frontier dispute.

THE WORLD'S SPORT.

M.C.C. TOUR IN AUSTRALIA.

DRAWN MATCH AT PERTH.

Perth (W. Australia), Oct. 20th.

In dull weather before 2,000 spectators, an "easy" wicket the M.C.C. scored 330 for seven and declared. Western Australia replied with 57. Gilligan four for 12 and followed on, making 157 for seven (Tasfer, 71).

The match was drawn.

FAMOUS FRENCH HORSE INJURED.

EPINARD'S BAD LUCK IN AMERICA.

Washington, October 20th.

Epinaud, who will return to France in a fortnight's time, was injured in the quarters in Saturday's race, and will not be able to race again this year.

EARLIER CABLES.

MOSLEM MOSQUE IN LONDON

FOUNDATION STONE LAID.

London, October 19th.

The foundation stone of the first London mosque was laid this afternoon at Southfields, Wandsworth, by the Khalifat Ul-Masih, head of the Ahmadiyya Islamic community in the presence of the Japanese Ambassador and others. The building will cost about ten thousand sterling, but at present only the "mirab" or praying-place, will be built. The Khalifat Ul-Masih, in performing the ceremony, said he hoped the spirit of toleration and largeness of heart which the mosque would create would help to establish peace, amity and goodwill among men.

POLITICAL FRANCE.

PREMIER'S STATEMENT.

STILL AN EYE ON GERMANY.

Boulogne, October 19th.

In a speech before the Radical Socialist party congress, M. Herriot claimed that as a result of the Government's endeavours to end the isolation of France, her position was now unassailable. He could discern no hostile prejudice against France among the nations gathered at Geneva. Relations with Germany herself were easier, as the first stage of the Franco-German economic negotiations showed.

M. Herriot said the Republican spirit had won certain successes in Germany, but France cannot yet feel reassured. Germany still seemed to hesitate between the two paths. The Nationalists there were busy, and were preparing youths for military service, while associations of ex-soldiers remained. In relation to the Reichswehr, certain fetes almost smacked of mobilisation manœuvres. He hoped the democratic spirit would finally prevail. France had at any rate sounded the call to peace and she was ready to resume relations with Russia.

M. Herriot said he placed financial reform in the forefront of his home policy.

GERMANY AND THE

LEAGUE.

FOREIGN MINISTER'S VIEWS.

Berlin, October 19th.

In a speech at Frankfurt-on-Main, the Foreign Minister, Herr Stresemann, referring to the Zeppelin Transatlantic flight, said he hoped Germany would be permitted to continue construction of airships unrestricted.

He declared that all the States represented in the Council of the League of Nations had pronounced in favour of Germany having a permanent seat in the Council, but the point still to be discussed was that Germany could not participate in wars or a blockade under the orders of League so long as she was the only disarmed State amid neighbours armed to the teeth.

SPAIN IN MOROCCO.

NEW COMMANDER'S DETERMINATION.

Tetuan, October 19th.

On the occasion of his appointment as commander-in-chief of the Spanish army in Africa, General De Rivera has issued a proclamation to the troops declaring that after the necessary efforts to save the honour of Spanish arms and lives, the soldiers in the territories will be arranged so that Spain shall accomplish her mission without detriment to national prestige. Spain will soon restore the situation, and then the time will have arrived for the necessary legislation. Meanwhile, no effort must be spared to end the Moroccan problem.

FLOODS IN N. INDIA.

FEVER RIFE.

Simla, October 19th.

Reports from outlying districts show that many hundreds of villages have been swept away by the recent Ganges and Jumna floods, and there has been heavy loss of life and enormous crop and cattle losses. Thousands of people who took refuge in trees were attacked by snakes. The floods have had a wholesome effect in destroying plague rats, but malaria and dengue fevers are rife as the waters subside.

Relief measures are in full swing.

FAMOUS RACING MOTORIST KILLED.

ITALIAN GRAND PRIX FATALITY.

Milan, October 19th.

A Mercedes car, driven by Count Zborowsky, the famous racing motorist, competing for the Grand Prix in Italy, turned turtle. Count Zborowsky was killed and his mechanic injured.

THE REPARATIONS

COMMISSION.

AGENT-GENERAL IN PARIS.

Paris, October 19th.

Mr. Seymour Gilbert, the permanent Agent General for Reparations, has arrived in Paris from America. After conferring with Mr. Owen Young and the Reparations Commission, he will leave for Berlin in a few days.

THE CIVIL WAR IN

CHINA.

[THROUGH REUTER'S AGENCY.]

CHIUMENKOW RECAPTURED BY

GOVERNMENT TROOPS.

LATEST WU MOVES.

Peking, October 20th.

Marshal Wu Pei Fu this morning telegraphed to the Government announcing that Chiumenkow had been completely recaptured.

RAILWAY ARRANGEMENTS.

Reuter's special correspondent at Chinwangtao reports that Government war vessels are concentrated at Chinwangtao under instructions to proceed to Antung. It is reported that Marshal Wu Pei Fu has made satisfactory arrangements with the South Manchurian Railway. The nature of them is not disclosed.

FIERCE FIGHTING ON SHANHAIKWAN FRONT.

A message from Chinwangtao dated yesterday states that a fierce battle raged throughout yesterday on the Shanhaikwan front, the Fengtien troops making continuous attacks which were repulsed.

Towards nightfall the Fengtien troops retreated leaving a large number of killed and wounded not yet counted. The situation on the Shanhaikwan front to-day is quiet and unchanged. The Navy continued the bombardment of the Fengtien lines beyond Shanhaikwan.

Marshal Wu Pei Fu's forces have been further strengthened by the arrival of troops from Tongku by rail. Fengtien aeroplanes dropped eight bombs on Chinwangtao this morning, four fell near H.R.M.'s submarine 133 but no damage was done anywhere.

JAPANESE NATIONALS IN CHINA.

PEKING'S REPLY TO TOKYO.

Peking, October 20th.

The Chinese Government, replying to the Japanese memorandum of the 15th instant to-day, presented Notes simultaneously to the Minister at Peking and the Foreign Office, Tokyo. The Note points out that the present military operations were occasioned by a rebellion against the authority of the Chinese Government. As the rebels are abhorred by the Chinese people, they should not, of course, be looked upon in the same light as Government forces.

The Chinese Government attaches great importance to the declaration of the Japanese Government to the effect that it will always maintain an attitude of strict non-interference. The Chinese Government is aware of the large number of Japanese nationals and the considerable amount of Japanese commercial interests in China. Pursuant to its established purposes of promoting neighbourly friendliness with Japan, it is the more desirous, during the present period of military operations, of extending to them every possible protection from injury and loss, irrespective of their location, either in the districts through which the Government forces pass or in other parts of China. At the same time, it would be helpful to no small extent if the Japanese Government could see its way to exhort Japanese residents in the aforesaid areas to conduct themselves with circumspection and restraint.

THE POSITION IN CHEKIANG-KIANGSU.

Shanghai, October 20th.

Marshal Chi Heish Yuan, interviewed at Chenju where he is at present, said the serious problem now was to throw every assistance to Marshal Wu Pei Fu. Therefore his most important task was to return to Nanking as soon as possible and prepare the forces for service in the North. General Sun Chuan Fang, interviewed by the N.C. Daily News special correspondent, said he expected all his troops to be out of Shanghai in two or three days, when he himself would go to Hangchow. His business was in Hangchow for "Shanghai is Kiangsu."

[BY COURTESY OF THE "DAILY BULLETIN"]

LULL IN FIGHTING.

Peking, October 19th.

The absence of foreign and official reports from Shanhaikwan indicates a lull in the recent heavy fighting.

These foreign reports, which are transmitted without hindrance, are generally available to Press scrutiny, though they are not for publication, except as a brief survey of the trend of events. They show that the Mukden communiques contain wild exaggerations and occasionally statements for which there is not the slightest foundation.

The Mukden communiques only reach Peking through the outside Press, and consequently cannot be contradicted in time to prevent the outside world from being misled.

A COLD SNAP.

A cold snap has set in which will render the lot of the soldiers at the front additionally hard, but reinforcements continue going to the North, and important movements on both sides continue, which hold out a prospect of a final decision being reached before the winter comes.

BOMBS DROPPED AT CHINWANGTAO.

Peking, October 19th.

Reuter's special correspondent at Chinwangtao reports that on the 18th inst. enemy aeroplanes dropped 11 bombs at Chinwangtao, that morning, but no serious damage resulted.

The first bomb destroyed the railway station water tank, the second wounded a boy, and the rest of the bombs failed to explode.

Wu Pei Fu went out early with his full staff directing operations.

GENERAL ADVANCE EXPECTED.

It is expected that a general advance on all fronts will be made in three or four days.

ATTEMPT TO WRECK WU PEI-FU'S TRAIN.

BOMBS PLACED ON RAILWAY LINE AT TIENSIN.

RUSSIANS WHO REMOVED THEM DETAINED.

Two boxes of explosives were placed on the railway line close to the Tientsin Golf Club one night recently. The bombs were discovered by two Russian workmen early the next morning, the men removing the bombs, and informing the Chinese authorities. They were detained for their trouble, and experienced what may mildly be termed as curious treatment at the hands of the Chinese police, says the Peking and Tientsin Times.

It is considered that the attempted outrage was the work of Fengtien spies, and that it was intended to blow up the train on which Marshal Wu Pei Fu was travelling from Peking to Lanchow. The explosives were contained in two metal boxes, each having a quantity of yellowish powder inside. The boxes were on the rails, and there was a detonator with fuse attached to each box. Had the train gone over the detonator, the fuse would have been fired, and a second or so after the engine and tender had passed, the boxes would have exploded, wrecking the train.

A Mr. Makareff, employed at the Russian Model Dairy farm discovered the bombs on his way to work in the early hours of Saturday morning. He was walking along the railway track, and on seeing the boxes at once realised their significance. Luckily he removed them off the rails, and then sent to the farm for another Russian named Kravonov, who stayed to watch the explosives while Makareff went to the East Station to inform the authorities. Unfortunately, he could not speak English or Chinese, and was at a loss to explain this discovery, when a French officer arrived, and gathered the meaning of his gestures.

A military guard was sent to take charge of the boxes, and the two Russians were detained. Exactly what the Chinese authorities hoped to do with the two Russians is a mystery. The men simply made the discovery, and reported the matter. They were kept practically prisoners from 8 in the morning, without food, until early in the evening, when Makareff was released, and told that he was to report again on Sunday. An Englishman who was at the station gave the men \$2 to buy food, and they were allowed to go with their guards to a shop near the station and eat.

Kravonov, we understand, is still detained. The authorities state that the men are not prisoners, but are detained as witnesses. They were closely questioned as to their discovery, and as to if they knew who had placed the boxes on the line.

Even a Bishop would be more distressed if he were told that he had not behaved like a gentleman than if he were told that he had not behaved like a Christian. Dear Inge.

CORRESPONDENCE.

DERBY SWEEP TICKET CASE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR.—With reference to Mr. Brutton's letter relating to the above, which you published, I am directed by my Committee to lay before you shortly the circumstances of the matter so far as the Chinese Club is concerned, not because the Committee agree that "it is generally believed that the Chinese Club has paid to Mrs. Violet Chan, the owner of ticket No. 03068 in the Chinese Club Sweep of the Hongkong Derby, 1923, the value of the first prize" (for the Committee are satisfied that there is no such general belief), but because of the implication contained in the last paragraph of Mr. Brutton's letter, that the Chinese Club unfairly and improperly, and in breach of honour, withheld payment from Mrs. Chan. Such implication is unfair and unjust.

It will be recalled that after the race had been run and won on the 1st March, 1923, two rival claimants appeared for the winning ticket, viz., Mrs. Chan and Chik Sung Ling.

Now, according to the conditions under which the tickets were sold, where an owner of a ticket loses his ticket he must, prior to the date of the drawing, report such loss to the Club, and if such previously declared lost ticket draws a prize, and if no other person comes forward to claim such a prize within six months, then such owner who reported the loss before the drawing could receive the prize after a thorough investigation by the Club, and on an adequate guarantee. But even in this case payment by the Club is *ex gratia*. Since the loss of the ticket 03068 was reported, not prior to the drawing, but subsequent to the race, and since in fact no one produced the ticket within six months from the drawing the Club under the conditions, was under no liability to pay anyone at all.

Now to act in accordance with its strict legal rights by withholding payment altogether was obviously and naturally distasteful to the Club, and the Club therefore felt that the only fair way of solving the problem was to pay the money to the one of the two claimants who should *inter se* be proved to have a better claim. And as the then Solicitors for both claimants desired the rival claims to be referred to an Arbitration by Arbitrators to be appointed by the Club, the Club's Solicitors, on March 23rd, 1923, wrote to the Solicitors for both claimants, *inter alia*, as follows:

"With reference to your interview with our Mr. M. K. Lo in the course of which we were given to understand that you as well as [the Solicitors for the other side] are not only willing, but anxious, that our clients, the Chinese Club, should appoint Arbitrators to inquire into the question as to the ownership of the ticket No. 03068 as between your client and [the client of the Solicitors on the other side], we instructed to inform you that the Club at the request of the parties is prepared to appoint such members of the Club as are willing and as the parties shall agree to, to act as Arbitrators to inquire into the ownership of the ticket No. 03068 as between the two present claimants, on the following terms and conditions, viz.:

- (1) That the Club will not be bound to act according to the Award of the Arbitrators.
- (2) That the Club reserves all its rights and that the position of the Club in law shall be deemed to be absolutely exactly the same as if no such Arbitration had taken place.

We need scarcely add, that, entirely without prejudice to the above reservations, the Club will no doubt give the award of the Arbitrators its most weighty consideration when the Club comes to consider the question of payment after the award has been made."

On the 16th May, 1923, an agreement was made between the claimants (a copy of which was sent to the Club's Solicitors), in which, after reciting that disputes and differences had arisen and were still subsisting between the parties thereto as to the ownership of the ticket, and after reciting that the parties thereto had agreed to refer the question of the ownership of such ticket of arbitration, it was formally agreed between the parties *inter alia*, that the question as to the ownership of the ticket, and any other question or questions incidental thereto which might require to be decided, were thereby referred to the award and final decision of the five named arbitrators, (members of the Chinese Club). The agreement provided that neither of the parties should bring or prosecute any action against the other or against the arbitrators in respect of the matters in difference, or in respect of the said award to be made in pursuance of such submission.

After a lengthy and exhaustive enquiry by the Arbitrators, held at the Club's premises, in which proceedings Counsel, instructed by Solicitors, appeared for both parties, the Arbitrators, by unanimous award dated the 28th July, 1923, found and awarded that Mrs. Chan was the owner of the ticket, and that Mrs. Chan never was the owner of the ticket, and in view of the Arbitrators' findings and the contingency that the ticket might thereafter be produced by Mrs. Chan became irrelevant to the question as to the true ownership of such ticket as found by the Award.

It is true that the Club should not, and would not, be bound by the Award, but it would no doubt give the Award of the Arbitrators its most weighty consideration when the Club comes to consider the question of payment after the Award has been made, and as the Club saw no reason for differing from the conclusion arrived at by the Arbitrators, by agreement, was in fact to

decided the rival claims, the only honourable and possible attitude for the Club to take up after the Award was to make the payment to the claimant so found to be the true owner, and accordingly the full amount of the prize was paid to Mr. Chik on or about the 9th October, 1923.

8.—Strictures were passed by Mr. Brutton on the form of the guarantee given, it being characterised as "a worthless document, for in the way in which it is framed it imposes no liability on the guarantors," who agreed only to reimburse the Club if the Club "be by law compelled to pay the \$50,400 to some other person," but it will have been seen that:

- (a) In view of the Arbitrators' finding the contingency of the subsequent production of the ticket as affecting the ownership of such ticket as found by the Arbitrators, could not arise.
- (b) The Club having paid away the prize to one of the two claimants, who was declared to be the owner by the tribunal chosen by themselves and by whose decision both claimants agreed to be bound, has discharged the whole of its obligations, whether legal, moral, or as a matter of honour.
- (c) The law does not provide for the circumstances of this case their reference to a guarantee has no applicability; the guarantee in fact obtained was merely by way of *ex abundante cautela* in order to protect the Club from any conceivable, but then unforeseeable, contingency of legal liability.

9.—In view of the circumstances above narrated, it is difficult for the Committee to appreciate how Mr. Brutton or anyone else can possibly conceive that Mrs. Chan has any right or claim whatsoever, for the payment of the prize as the owner of the ticket, No. 03068. It must have been within the contemplation of both claimants that, as between themselves, the Arbitrators, and the Arbitrators only, could decide the question as to the true ownership of the ticket. And in this connection, the following quotation from a letter addressed by Messrs. Geo. G. Hall Brutton & Co. to the Club's Solicitors, dated the 8th May, 1923, makes interesting and illuminating reading:

"We have to-day received a letter from Messrs. Lee and Russ enclosing a copy of a letter to to-day's date addressed to you in the above matter by Messrs. Lee and Russ. We wish to place on record at once that we do not agree with Messrs. Lee and Russ' suggestion that there is no necessity for the Arbitration by the Chinese Club, and we have to-day so informed Mr. Russ on the telephone, and are writing him a letter to the same effect. The final action cannot decide the ownership of the ticket. The parties being Sydney Ng Quinn as plaintiff and Chik Sung Ling as defendant. It cannot therefore be between Chik Sung Ling and Mrs. Violet Chan decide who is the owner of the ticket, whereas the Arbitration will decide this."

10.—Your readers therefore cannot be surprised that when Mr. Ng on behalf of Mrs. Chan, by a letter to the Chairman and Committee of the Club, dated 20th September, 1924, formally applied for the payment to Mrs. Chan of the prize, the Club's Solicitors should reply that their clients "do not admit that Mrs. Chan has any right to claim payment of the sum of \$50,400, the first prize in the Sweep," nor that when Mrs. Chan, Mr. Ng and Mr. Brutton in the face of such intimation—attended at the Club, the Club's Solicitor should state that the Club could make no payment to Mrs. Chan.—Yours faithfully,

TSING MAN SUI,

Hon. Secretary.

By Order of the Committee.

Hongkong, October 20th, 1924.

HUNAN CIGARETTE TAX.

ATTEMPT TO MEET FINANCIAL STRINGENCY.

The Asiatic News Agency (Peking)

"Owing to financial stringency in Hunan chiefly on account of military expenses, the Hunan provincial government on August 1 began the levying of a 20 per cent. *ad valorem* tax on all cigars and cigarettes consumed in Changsha. The tax will soon be extended to the whole province. It is to be collected by the Special Cigar and Cigarette Consumption Tax Bureau in Changsha and its branches in the districts, or where there are no such branches, by the district magistrates. All local dealers report to the Bureau collecting agency whenever any consignment of cigars or cigarettes is received, and a representative of the agency examines the goods and issues certificates to dealers, also application forms for revenue stamps. When the cases or packages are opened, the dealers use the application forms to apply for stamps from the collecting agency, and affix them to the containers, boxes or tins. If they are distributed to retailers without opening, then the stamp application forms go with the packages to the retailers, who secure the required stamps. Valuation is based on retail prices. Thus the tax is levied on nearly 50 per cent. on the ultimate consumers. The proceeds of the tax will be used for educational purposes. Travellers entering Hunan may bring 50 cigars or cigarettes with them, but any quantity above is subject to taxation. Dealers who do not apply for examination and receive stamp application blanks before the goods are distributed to retailers are fined from \$20 to \$200 for the first offence, \$50 to \$500 for the second, and \$100 to \$1,000 thereafter. Those who do not affix stamps to the boxes or tins when they are sold in units, or when the value of the stamps is lower than the tax rate, are fined from \$1 to \$5. Retailers are fined for the same reasons from \$1 to \$100. Consumers who buy untaxed cigars and cigarettes and travellers who bring in more than 50 cigars or cigarettes and do not pay tax on them are fined from \$1 to 10."

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QUESTIONS TO A WIFE. RECORDER AND POST OFFICE. "CONTRARY TO OUR LAWS."

The action of the Post Office in obtaining a statement from a man's wife before prosecuting him was the subject of criticism by Sir Ernest Wild, K.C., Recorder of London, at the Old Bailey, recently. "I desire to say," he observed, "what my view is regarding the interrogation of wives by the Post Office or any other officials, police or otherwise. The law of England says that a wife cannot be called to give evidence against her husband, except in certain cases, without the husband's consent. The same is true with regard to the husband and the wife. The confidence that exists between a man and his wife is respected by our law. There are exceptions. If a woman is injured by her husband she can give evidence. But so jealous are the judiciary of this country of the confidential relationship that subsists between husband and wife that Lord Darling would not even allow a wife to be called for the defence without warning her that she was not bound to give evidence. He established this practice which has since been followed, that a wife cannot be called to give evidence either for or against her husband without being told that she is not bound to give it. The same rule applies with regard to the husband.

"Your wife," Sir Ernest proceeded, addressing a man charged before him, "had been arrested on a charge of shoplifting, and was interrogated by the police after being cautioned. She made a statement implicating you which was read to you, and you confessed your guilt. I disapprove of statements being read to a prisoner which have been taken from other witnesses. It is like the French system of confrontation, which has been condemned again and again by the judges of this land. Above all, I disapprove, with all the authority I possess, of the system followed in this case. The Post Office did it with their eyes open. I am told that a gentleman named Tutton, knowing full well the disapprobation I had expressed, snapped his fingers in my face and said, 'I am going on with it. I am the executive, the judiciary has no power over me.' That is rather the attitude which has been taken up by the executive in other relations of life. The judges of this land are free and independent, and while I sit in this Court I am going to have the practice followed that I think is right, until the Court of Criminal Appeal tells me I am wrong. I am told that a learned judge of coordinate jurisdiction with myself in criminal matters has said this practice is right. I am giving the Post Office an opportunity to give me chapter and verse for that statement. If I find that he said it I shall respect what he said, but I shall continue to enforce the practice in my Court until the Court of Criminal Appeal puts me right of not allowing wives to be interrogated behind the backs of their husbands.

"WILL NOT ALLOW THIS PRACTICE."
It is entirely contrary to the whole principle of the laws of England, and the Post Office must be taught that they are only a branch of the public service, and that they have got no rights that are not common to other prosecutors. That is the view I express, and I express it strongly. It is the practice I shall insist on in this Court. I have more than once been told by counsel of eminence in the most polite language, 'Your lordship thinks so and so, but we don't, and those who instructed us don't.' They must understand that the executive with regard to criminal matters has responsibility that is, I won't say determined, but largely determined, by the opinion of the judiciary. The judiciary are to be free and independent, and I will not allow this practice to go on, if I can help it, until I am told I am wrong. The argument that a dishonest man might still be in the employment of the Post Office is not potent enough to prevent me doing all I can to see that the confidential relationship between spouses shall be protected. I desire my remarks to be brought to the attention of the Postmaster-General and any authorities that have anything to do with the administration of Post Office justice.

"In the case which was the occasion of these remarks Samuel Warren, a postman, pleaded guilty to a charge of stealing two letters. It was stated by Mr. Percival Clarke, for the prosecution, that numerous complaints were received at the branch post office in Cannon Street of lost letters containing postal orders. The accused, who was employed there, was removed in June to another post office and the losses ceased. In August the man's wife was arrested on a charge of shoplifting, and was interrogated about the signatures on certain postal orders. She made a statement, which was read to her husband, and he confessed to stealing letters. In all he admitted twenty-three cases.

BARBER LEAVES PEER £5,000. WINDFALL FOR LORD BUCKMASTER.

Why the late Mr. N. C. Richardson, a retired banker, of Cambridge, should have left all his property, which amounts to nearly £5,000, to Lord Buckmaster is a mystery of which his friends in Cambridge can suggest no explanation.

It is rumoured that many years ago, before Lord Buckmaster (then Mr. Stanley Buckmaster) came to Cambridge as a political candidate, he befriended Mr. Richardson, and that the ex-banker left the former Lord Chancellor his property out of gratitude.

Close friends, however, state that this is not the case, as Mr. Richardson never needed befriending. He succeeded to his father's business, which was in a flourishing condition.

(Continued at foot of next Column.)

WEATHER REPORT.

October 20th at 18.15.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon sailing up in Lat. 9 deg. N. Long. 121 deg. E., position uncertain.

October 20th at 18.00.—Pressure has decreased moderately at Chafco. It has increased moderately at slightly elsewhere.

The anticyclone over China is now central N.W. of Shanghai, another has formed over Manchuria.

The typhoon appears to be filling up to the S. of Hainan.

Hongkong rainfall for the 24 hours ending at 18 hours, Oct. 20th 0.00 inch. Total since January 1st, 97.88 inches, against an average of 79.68 inches.

The forecast for the 24 hours ending at 18 hours, Oct. 21st is as follows:—

Formosa Channel ... Northerly gale.
N.E. winds, fresh to strong, fair.

Hongkong to Gap Rock ... do.

South coast of China between Hongkong and Lamooks ... do.

South coast of China between Hongkong and Hainan ... do.

HONGKONG METEOROLOGICAL REGISTER.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.98	30.05	30.05
Temperature ...	81	70	77
Humidity ...	59	68	62
Wind Direction ...	SE	NE	North
Force ...	3	3	3
Weather ...	B	O	B
Rain ...	0.00	0.00	0.00

Highest open-air temperature on 19th ... 81

Lowest open-air temperature on 20th ... 69

"BRIDGE" GIRL IN LONDON.

HER PART IN WORLD'S RECORD UNDERTAKING.

A young Australian girl who has done remarkable work in connection with the great new £4,000,000 Sydney Harbour bridge is now in London.

Her name is Miss Kathleen Butler, and she has been installed in a room in the office of Messrs. Dorman Long and Co., the successful tenderers for the bridge, attending to most difficult and technical questions in regard to the contract, and dealing with a mass of correspondence that comes into her office daily.

ROMANCE ADVANCE.

Kathleen Butler is a typical out-of-doors Australian girl, and she will tell you only that when her work is over she indulges in her favourite "vicar" of sunbathing, croquet, and lawn tennis. Her career, even in a young country where names are made more easily than in an older and more settled community, has been an amazing and romantic one. Ten years ago she was a clerk in the N.S.W. Public Works Department, without any technical qualifications and with no training beyond that which a practical Irish mother had been able to get for her in the Convent Schools of Sydney, where her girl was educated. Her father was a station-master.

When the scheme for Sydney Harbour bridge and the big underground railway system was finally agreed on by Parliament Miss Butler was the first officer appointed to the department created to deal with these two great engineering projects. She was appointed on her merits and because she had mastered all sorts of intricate technical matters of engineering during the years she was in the Government service.

THE ENGINEER'S PRAISE.

She was ultimately appointed confidential secretary to Mr. J. J. C. B. field, the designer and engineer of the bridge, and in a thesis which he recently wrote for his degree of Doctor of Science and Engineering at Sydney University, where he is a lecturer, Mr. Bradfield paid her a remarkable tribute.

The technique of the specification, Mr. Bradfield said, was hers, and it would be impossible to find a better arranged or better thought-out specification.

EXCITING DAYS.

Mr. Bradfield said that, himself excepted, his confidential secretary "alone knows of the many issues involved in tendering for the bridge. Her conscientious and efficient help has materially lightened the responsibility of the design and construction of these two great engineering works have entailed, and in this thesis I wish to place on record my sincere thanks to the lady for her invaluable assistance."

In addition to the important part she played in drafting the specification, Miss Butler also helped in the preparation of the report on the tenders—a historical document which she signed as secretary.

"We were working on that report six weeks, night and day," she said to an Evening Standard interviewer. "Because the tenderers were all waiting to hear their fate, and we wanted to let them get back to America, England, and Canada as soon as possible. I think I know that report and the specification off by heart. Those were exciting days. I was the only woman present in the Minister's room when the tenders were opened. It was a most exciting moment."

He can hardly have left his property to Lord Buckmaster on political grounds, as he was a staunch Conservative, whereas Lord Buckmaster was the Liberal member for Cambridge from 1906 to 1910.

He met Lord Buckmaster from time to time, and attended meetings at which Lord Buckmaster spoke, but this is the only connection he is known to have had with him.

Mr. Richardson's bequest came as a great surprise to all those who knew him. He lost his wife nearly two years ago and had no family. But he had two nieces. One of them, who married a German before the war, came to England to nurse Mr. Richardson in his last illness. The other, who also married a German, is also in Cambridge. Mr. Richardson is said to have had very strong anti-German feelings.

VISITORS AT HOTELS.

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Mr. T. A. Magee
Mr. Newman
Miss E. Otta
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Mr. & Mrs. K. R.
Mr. Schomburg
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Bellamy
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Mr. W. H. Bourne
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Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)



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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION			
LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.			
"LONDON MARU"	Tuesday, 4th Nov.	4th Nov.	
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.			
"MEXICO MARU"	Wednesday, 22nd Oct.	22nd Oct.	
"CHICAGO MARU"	Monday, 21st Nov.	21st Nov.	
BOMBAY via Singapore and Colombo.			
"AKUR MARU" (Calls at Penang)	Monday, 20th Oct.	20th Oct.	
"SEINNO MARU" (Calls at Penang)	Thursday, 23rd Oct.	23rd Oct.	
"ATPS MARU" (Calls at Penang)	Tuesday, 4th Nov.	4th Nov.	
SINGAPORE via SAIGON.			
"BOSHO MARU"	Saturday, 1st Nov.	1st Nov.	
CELEBES via Singapore, Penang & Rangoon.			
"HAGUE MARU"	Sunday, 28th Oct.	28th Oct.	
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.			
"ALABAMA MARU"	Tuesday, 21st Oct.	21st Oct.	
NEW YORK via Japan Ports, San Francisco and Panama.			
JAPAN PORTS.			
"ALABAMA MARU"	Tuesday, 21st Oct.	21st Oct.	
"INDO MARU"	Thursday, 23rd Oct.	23rd Oct.	
"HONOLULU MARU"	Thursday, 30th Oct.	30th Oct.	
KEELUNG via SWATOW & AMOY.			
"AMAKUSA MARU"	Sunday, 24th Oct., 11 a.m.	24th Oct.	
"KAIJO MARU"	Sunday, 24th Oct., 11 a.m.	24th Oct.	
TAKAO via SWATOW & AMOY.			
"KOTSU MARU"	Thursday, 23rd Oct., 10 a.m.	23rd Oct.	
TAKAO & KEELUNG.			
"BATAVIA MARU"	Sunday, 26th Oct.	26th Oct.	

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TJIKINI	JAVA	In port	23rd Oct.	SWATOW, AMOY & SHANGHAI
TJIPANAR	JAVA	22nd Oct.	24th "	MAKASSAR & SOERABAYA
TJILIWONG	SHANGHAI	22nd "	24th "	SHANGHAI & NORTH CHINA
TJIKARANG	BATAVIA	24th "	26th "	JAVA via BATAVIA
TJISONDARI	NORTH CHINA	27th "	29th "	MAKASSAR & S'BAJA
TJIKINI	SWATOW & AMOY	27th Nov.	10th Nov.	AMOY & SHANGHAI
TJISODAS	JAVA via S'BAJA	28th "	12th "	BATAVIA
TJISALAR	JAPAN	14th "	14th "	

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M/S. "Panama"	6th November	2nd December
M/S. "Africa"	10th November	16th December
M/S. "Malaya"	1st January	
M/S. "Annam"	2nd February	

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THE LONDON OF THE PAST.
HOW THE ELIZABETHANS LIVED.

NOT "SPACIOUS DAYS," BUT CROWDED.

When Antipholus of Syracuse arrives at Ephesus; Mr. Frank Harris, on whom be peace, for he has written two fine books—no, I'm not thinking of Montes the Matador in which I could never see much—two really fine, lasting books. Shakespeare, the Man and The Life of Oscar Wilde, and on whom therefore be peace—Mr. Frank Harris thinks that the words then put by Shakespeare in the mouth of Antipholus express his own feelings on arriving, a country youth in London. A guess which gains plausibility from Antipholus, saying that he will "view the manners of the town, peruse the traders, gaze upon the buildings" till dinner time, and then adding that he is stiff and weary with travel. But Antipholus had just landed from a voyage, a mode of travelling which does not make one stiff. Shakespeare was remembering the feeling in his own legs after the long tramp from Stratford, living over again in imagination as he wrote a bit of his own life: as authors will do when some character is placed as they have been themselves. I think Mr. Frank Harris is right, and that Shakespeare's smiling, too, at the romantic suspicions of his country-bumpkin self when Antipholus says:—

They say the town is full of cozennage. As nimble jugglers that deceive the eye, Dark-working sorcerers that change the mind, Soul-killing witches that deform the body, Disguised chenchers, prating mountebanks, And many such like liberties of sin. I greatly fear my money is not safe. If London did not come up to his country

expectations in the matter of the Black Art, in other respects it surely did. And that reminds me how abominably misleading is that phrase, "the spacious days" of Queen Elizabeth; "crowded" would be more to the point. Its literature, is that of a bustling, bustling age.

AN OVERCROWDED TOWN.
John Stow (you can read him now in The Everyman Library) who surveyed Elizabethan London shook his head. How could so many people, a hundred and twenty thousand, be good and happy crushed into one city? In 1550 a Royal Proclamation complains "that great multitudes of people were brought to inhabit in small rooms, thereof a great part are seem to be very poor; yet, such as must live by begging, or worse means, and they bunched up together and in a sort of another with many families, of children and servants in one house or small tenement." Among these crowded houses the plague alone would sometimes kill more than two thousand in a year. Vagrants and "landless men," in spite of attempts to keep them out, flocked into London, just as did the sons of squires. The Government's remedy was to pull down erections in "odd corners, in gardens and over stables"—and to forbid further building. Naturally it was not the slightest use; it only made the crowd cling thicker together. And how quiet folk complained of the noise, the unceasing shindy of London! Waggoners cracking their whips, hawkers yelling, hammers beating here, tubs being hooped there, pots clinking, ragging apprentices clamouring for custom! Then the abominable new craze for getting about quickly—and the consequent thundering clatter of springless vehicles over ill-paved streets! It was all nerve-shattering, disgusting. The old police regulations were clear and emphatic: the fore-horse of every carriage must be led by hand. Yet the rich drove about at a smart trot, with their footmen scampering behind them in the mud, bumping into others, upsetting children, scattering people who were quietly washing at a street pump. What was at the root of it all was a crazy get-rich-quick vulgarity and blaring vanity which had suddenly seized the world. Our nobility indeed! Set of gaily greedy upstarts with hardly a grandfather among five of them. Everybody elbowing and pushing up, up, up; everybody trying to out-swagger someone else.

HOW THEY DRESSED.

Stow was a retired tailor, a puritan, a quiet home-keeping man; possibly of a glum temperament. The price people paid for their clothes perhaps shocked him even more now he was no longer in the trade. Everywhere is seen the triumph of "that smooth and glittering devil, satin." The courtiers go about embossed with gold and jewels, "frailer in show than the toms at Westminster." He exclaims "Lord have mercy upon us" when he hears that one young gallant has paid £100 for a pair of breeches. A fashionable lady in her farthingale seated next her fashionable lover in trunk hose, each leg a yard in circumference, can now only just touch hands. And it is not the retired tailor only who is shocked; the Queen, whose own example and tastes were largely responsible for the prevalence of fantastic ostentation, shares his alarms. She decrees that only persons with an income of over £200 a year may wear "velvet embroidery or pricking with gold, silver, or silk either on their persons, or on their mules, and that no one under the rank of baron may have more than three linings to his breeches." (Rather difficult to discover if this order is being observed.) Of course such sumptuary rules only made snobs more competitive. The push towards extravagance was irresistible. It was the most show scrambling age England has known.

SWARMING SQUALOR.

The background, too, of the Elizabethan scene against which the historic figures move to our gaping wonderment, must not be forgotten. In town it was swarming squalor. The confusion of Dickens's London, dark, rat-riddled, miserable, can have been nothing to Shakespeare's. Glasgow now, is by all accounts "a place very like hell." I have not seen it; I expect "Alsatia" in Elizabethan London was even worse—certainly more brutal. But what strikes the skimming reader of Elizabethan books is that though swells were swollen to more than royal size, somehow the atmosphere was on the whole more democratic. It was only very large social and monetary circles indeed that could keep anyone aloft upon the surface of society with any security.

There were very few—it is an awful thought to us—modest and secure porches. The gulf, the seething mire was only one step below the comfortable middle folk, the small sane people who now set the tune of civilisation. One wonders what often happened to them, and to elderly maiden ladies and respectable widows in the days of Elizabeth. What happened to the mild people in whom the instinct to "retire" is almost an approximation to a passion as life goes on! What happened to the delicate, the maimed, the exhausted, is disquieting to think. There were few possible investments and most of these were distinctly not gilt-edged. Still fewer pensions, and property was most unsafely protected. No Isle of Wight or Cheltenham for veterans who had fought by land or sea. These gallant fellows degenerated into hanging about the houses of great lords and taverns, into bragging old toss-pots, ready enough with a buffing gesture, hand on hip, but with no nerve for a row, who were only just up to bullying a screaming landlady—and at night retiring into Heaven-knows-what lairs. In the days of Elizabeth privacy was a luxury no one wanted to buy. People washed in public, kissed in public, talked business, quarrelled in public. London must have been more like an excitable Southern town; its inhabitants exuberant in speech and gesture, a flamboyant unself-conscious race. AFFABLE HAWK in the New Statesman.

NEW TYPE OF MOTOR SHIP.

The *Rio Bravo*, which has been built at Kiel for the Ocean Line, of Flensburg, to inaugurate a new passenger service from Hamburg and Southampton direct to Vera Cruz, which is the first port of call, represents a somewhat new type of ship for motor propulsion. There is accommodation for about 50 passengers, and the deadweight capacity is 3,400 tons, including bunkers. The length is 410 feet and the beam 32 feet. Only one class of passenger is carried, and a large proportion of the cabins are of the single berth type. The machinery is of a new design developed by Krupp since the war. There are two four-cylinder six-cylinder motors, each developing 1,400 h.p., with a bore and stroke of 650 mm. and 1,000 mm. respectively, the speed being 125 r.p.m. There 100kw Diesel-driven generating sets are fitted in the engine-room, and one of these is also coupled to a manoeuvring air compressor. As the fuel consumption is only about 10 tons daily, a vessel of this class shows to particular advantage when a non-stop run of 17 to 18 days is involved. A sister ship, the *Rio Panuco*, has just been launched for the same service.



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SAILINGS SUBJECT TO ALTERATION.			
BANGKOK via SWATOW	"HANGSANG"	Tuesday, 21st Oct.	Noon
KORE via SHANGHAI & MOJI	"KUTSANG"	Wednesday, 22nd Oct.	7 a.m.
TSINGTAU via SWATOW	"YATSHING"	Wednesday, 22nd Oct.	7 a.m.
SHANGHAI	"CHEONGSHING"	Wednesday, 22nd Oct.	Noon
TIENTSIN	"TUNGSHING"	Friday, 24th Oct.	7 a.m.
SHANGHAI via SWATOW	"YUBSANG"	Saturday, 25th Oct.	11 a.m.
MANILA	"LEBSANG"	Sunday, 26th Oct.	10 a.m.
RAIPONG via HOIHOW	"CHAKSANG"	Monday, 27th Oct.	Noon
BANGKOK via SWATOW			
TSINGTAU via SWATOW & SHANGHAI	"TAKSANG"	Wednesday, 29th Oct.	7 a.m.
MANILA via AMOY	"SUISANG"	Saturday, 1st Nov.	3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Saturday, 1st Nov.	3 p.m.
SANDAKAN	"HINSANG"	Saturday, 8th Nov.	3 p.m.

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"GLENARTHURSHIRE"	13th Nov.	"GLENARREY"	15th Nov.	15th Nov.
"GLENARVONSHIRE"	27th Nov.	"GLENARREY"	29th Nov.	29th Nov.
"GLENARA"	14th Dec.	"GLENAPP"	16th Dec.	16th Dec.

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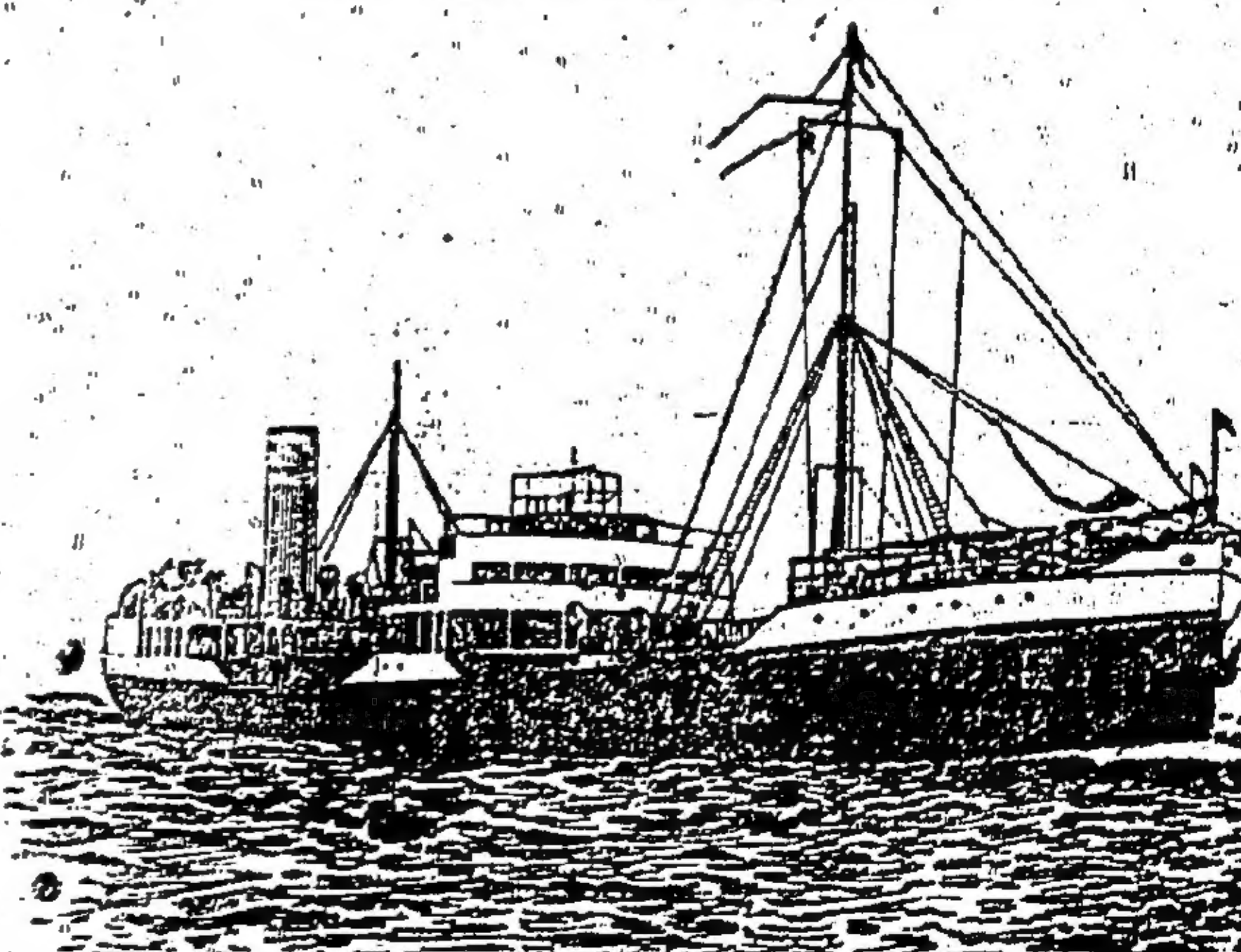
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SHIPPING NEWS

ARRIVALS.

October 19th.
Chikago Maru, Japanese str., 3,34 tons, Capt. S. Sakaguchi, from Keelung, with a cargo of coal, lying at buoy No. 133—M.B.K.
Tokai Maru, Japanese str., 2,004 tons, Capt. K. Masuda, from Karatsu, with a cargo of coal, lying at buoy No. 133—M.B.K.
Tsushima Maru, Japanese str., 4,100 tons, Capt. M. Tomita, from Hankow, with a general cargo, lying at buoy No. 133—M.B.K.

October 20th.
Chongchong, British str., from Canton, lying at buoy No. 133.
Don, Norwegian str., 701 tons, Capt. R. Hannovig, from Keelung, with a cargo of coal, lying at buoy No. 133—Thoresen & Co.
Empress of Asia, British str., 8,883 tons, Capt. L.D. Douglas, R.N.R., from Manila, lying at Kowloon wharf—C.P.O.S. Ltd.
Hokkaido, Chilean str., 299 tons, Capt. Leung Long, from Kwangchow, with a general cargo, lying at Sailing wharf—Hong On S.S. Co.

Hua Tai, Chinese str., 1,457 tons, Capt. E. Henriksen, from Dairen, with a cargo, lying at buoy No. 133—Ching Kee Jong.
Les Fils de Paul Doumer, French str., 704 tons, Capt. Le Chevalier, from Amoy, lying at buoy No. 133—Kai Yue.

Patriotic, British str., 6,910 tons, Capt. Geo T. Clark, from Chinwangtao and Shanghai, with a general cargo and coal, lying at buoy No. 133—B. & S.
Perseus, British str., 14,121 tons, Capt. John Moreno, from Canton, with tobacco and hemp, lying at Kowloon wharf—P.M. S.S. Co.
Randall, British str., 3,372 tons, Capt. S. Richardson, from Balikpapan, lying at A.P. wharf—Asiatic Petroleum Co.

Sardinia, British str., 4,545 tons, Capt. A. J. Ralney, from Swatow, with a general cargo, lying at buoy No. 133—H. M. H. Nemaer.

Schiedyk, Dutch str., 4,430 tons, Capt. Stamper, from Manila, with a general cargo, lying at Kowloon wharf—J.C.S. Co.

Shantung, British str., 1,394 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. 133—B. & S.

Suifu, British str., 1,394 tons, Capt. N. H. Lutch, from Shanghai, with a general cargo, lying at buoy No. 133—B. & S.

West Coast, American str., 3,339 tons, Capt. G. M. Curtis, from San Francisco and Foochow, with a general cargo, lying at Stonecutters—Truithers & Barry.

CLEARANCES.

October 20th.
Amur Maru, for Singapore.
Chikago Maru, for Canton.
Hokkaido, for Keelung.
Hua Tai, for Swatow.
Hermes, for Canton.
Hydrunt, for Swatow.
Kwangchow, for Amoy.
Koku Maru, for Canton.
Kwangtung, for Swatow.
Peking Maru, for Shanghai.
Patriotic, for Singapore.
Schiedyk, for Shanghai.
Shantung, for Canton.
Sui Yang, for Canton.
Tangshing, for Canton.
Uchibaru, for Miri.
Uchibaru, for Kwangchow Wan.
Yachi, for Pakhoi.
Yaching, for Hoihow.

PASSENGERS.

ARRIVALS.
 Per s.s. *Patriotic*, from Shanghai, on October 20th:—Dr. J. Kirk, Dr. J. L. Maxwell, Mr. J. N. Owen, Mr. S. P. Simpson, and Miss M. Whimster.
 Per s.s. *Empress of Asia*, from Manila, on October 20th:—For Hongkong: Mr. and Mrs. W. Ashworth and son, Mr. F. J. Bennett, Mr. W. H. Buritt, Mr. H. J. de Longrais, Mr. and Mrs. R. F. Forbes and infant, Mrs. F. H. Goulette, Mrs. A. Morrison, Mr. D. McLaren, Mrs. I. S. Perkins, Mrs. E. and Miss E. Ramirez, Mr. F. P. de V. Soares, Mr. Tan Kwee Tim, Mr. and Mrs. L. Yates, Mr. M. Delino, Miss G. R. Frost, Mrs. L. Goldenberg, Miss T. Lopez, Mrs. P. Molina and two children, Mrs. E. Parth, Mrs. B. Sanchez and two children, Miss M. Ward, Mr. Shanghai: Mr. E. Bay, Mr. H. A. Love, Mr. A. Strok, Mr. E. Zimbalist, Mr. E. Ipsen, Mrs. Kieren, Mr. L. S. Ling, Col. and Mrs. F. B. Long, Miss G. Ridgley, Mr. and Mrs. M. E. Stiney and infant, Mr. H. Stock, For Nagasaki: Mr. I. Niu, For Vancouver: Mr. and Mrs. F. J. De Meritt, Mr. and Mrs. J. M. Kerr, Miss Kerr, Mr. J. Kinnaird, Mrs. M. C. Liao, Mr. J. S. Reis, Miss B. M. Brewer, Mr. B. Carmona, Mr. and Mrs. P. C. Howard and daughter, Mr. C. Johnston, Mr. C. H. Jones, Mr. L. G. Matthews, Miss E. A. Madge, Mr. H. A. Shield, Mrs. E. Turner, Mrs. J. Whitelaw, Mr. O. H. Westmoreland, Mrs. H. Lipson, Ward, Mr. and Mrs. W. J. Clennell, Mrs. Allen H. Stewart, Miss Betty Stewart, Mrs. F. R. C. Surphes, Mrs. H. O. Holt and son, Capt. and Mrs. G. C. Dickens, Mrs. and 2 children, Capt. F. T. Wheeler, Miss Shannon, and Mr. A. W. Hay.

DEPARTURES.
 Per s.s. *Patriotic*, on October 21st:—Miss M. Colman, Mrs. A. M. Forrest and 3 children, Miss Niven, Mr. and Mrs. A. B. Maynard, Mr. E. Samson, Dr. and Mrs. L. Tandler, Mr. J. Tandler, Mr. C. Tandler, Mrs. J. E. Harries and son, Mr. and Mrs. A. J. Howard and 3 children, Mr. E. Barnett, Mr. G. D. E. Bergmann and 2 children, Mr. D. G. Donald, Mr. and Mrs. P. C. Howard and daughter, Mr. C. Johnston, Mr. C. H. Jones, Mr. L. G. Matthews, Miss E. A. Madge, Mr. H. A. Shield, Mrs. E. Turner, Mrs. J. Whitelaw, Mr. O. H. Westmoreland, Mrs. H. Lipson, Ward, Mr. and Mrs. W. J. Clennell, Mrs. Allen H. Stewart, Miss Betty Stewart, Mrs. F. R. C. Surphes, Mrs. H. O. Holt and son, Capt. and Mrs. G. C. Dickens, Mrs. and 2 children, Capt. F. T. Wheeler, Miss Shannon, and Mr. A. W. Hay.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, &c.	Awa Maru	Jap.	Nippon Yusen Kaisha	On 7th Nov.
New York & Boston	Moorish Prince	Brit.	City of Glasgow	On 20th Nov.
Boston, New York & Baltimore via Suez	President Taft	Am.	Pacific Mail S.S. Co.	On 21st inst.
SAN FRANCISCO via SUEZ & JAP. PORTS & H.K.	West Carmona	Am.	Strathairn & Barry	On 22nd inst.
VICTORIA & VANCOUVER via SUEZ & JAP. PORTS	Empress Asia	Brit.	Canadian Pacific O.S. Ltd.	On 23rd inst.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS	Shizuka Maru	Jap.	Nippon Yusen Kaisha	On 24th Nov., 11 a.m.
VICTORIA, SEATTLE, TACOMA, VANCOUVER, &c.	Alabama Maru	Jap.	Osaka Shosen Kaisha	On 21st inst.
VICTORIA, SEATTLE & VANCOUVER	Talithyris	Brit.	Butterfield & Swire	On 21st inst.
SEATTLE & VICTORIA, via H.K. & YOKOHAMA	President Grant	Am.	Admiral Oriental Line	On 21st inst.
MARSEILLES, LONDON & ANTWERP	Kashgar	Brit.	P. & O. B. I. & A. L.	On 1st Nov.
MARSEILLES, LONDON & ANTWERP	Amazons	Brit.	Messageries Maritimes	On 23rd Nov.
MARSEILLES, LONDON & ANTWERP	Chankilly	Brit.	Messageries Maritimes	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	Forties	Brit.	Messageries Maritimes	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	Atlanta Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst., 11 a.m.
MARSEILLES, LONDON & ANTWERP	City of Glasgow	Brit.	The Bank Line, Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	Keenan	Brit.	Butterfield & Swire	On 23rd Nov.
MARSEILLES, LONDON & ANTWERP	Elberfeld	Ger.	Malcher & Co.	On 23rd Nov.
MARSEILLES, LONDON & ANTWERP	Patroclus	Brit.	Butterfield & Swire	On 23rd Nov.
MARSEILLES, LONDON & ANTWERP	Osaka Shosen Kaisha	Jap.	Osaka Shosen Kaisha	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	Jardine, Matheson & Co., Ltd.	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	Java-China-Japan-Lijn	Dut.	Java-China-Japan-Lijn	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	Jardine, Matheson & Co., Ltd.	Brit.	Jardine, Matheson & Co., Ltd.	On 1st Nov., 3 p.m.
MARSEILLES, LONDON & ANTWERP	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 20th inst.
MARSEILLES, LONDON & ANTWERP	Sidra	Brit.	P. & O. B. I. & A. L.	On 29th inst.
MARSEILLES, LONDON & ANTWERP	Sardinia	Brit.	P. & O. B. I. & A. L.	On 28th Nov.
MARSEILLES, LONDON & ANTWERP	Java-China-Japan-Lijn	Dut.	Java-China-Japan-Lijn	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	Dodwell & Co., Ltd.	Brit.	Dodwell & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	Yamashita Kisen Kaisha	Jap.	Yamashita Kisen Kaisha	About
MARSEILLES, LONDON & ANTWERP	Jardine, Matheson & Co., Ltd.	Brit.	Jardine, Matheson & Co., Ltd.	About
MARSEILLES, LONDON & ANTWERP	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 21st Nov., 11 a.m.
MARSEILLES, LONDON & ANTWERP	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 29th inst.
MARSEILLES, LONDON & ANTWERP	Butterfield & Swire	Brit.	Butterfield & Swire	On 24th Nov.
MARSEILLES, LONDON & ANTWERP	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 24th inst.
MARSEILLES, LONDON & ANTWERP	Jardine, Matheson & Co., Ltd.	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst., 7 a.m.
MARSEILLES, LONDON & ANTWERP	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 1st Nov.
MARSEILLES, LONDON & ANTWERP	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	Dodwell & Co., Ltd.	Brit.	Dodwell & Co., Ltd.	About 30th inst.
MARSEILLES, LONDON & ANTWERP	Java-China-Japan-Lijn	Dut.	Java-China-Japan-Lijn	About 23rd inst.
MARSEILLES, LONDON & ANTWERP	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 1st Nov.
MARSEILLES, LONDON & ANTWERP	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 24th inst.
MARSEILLES, LONDON & ANTWERP	Botelho Bros.	Port.	Botelho Bros.	On 2nd Dec.
MARSEILLES, LONDON & ANTWERP	Osaka Shosen Kaisha	Jap.	Osaka Shosen Kaisha	On 22nd inst.
MARSEILLES, LONDON & ANTWERP	Jardine, Matheson & Co., Ltd.	Brit.	Jardine, Matheson & Co., Ltd.	On 22nd inst.
MARSEILLES, LONDON & ANTWERP	Java-China-Japan-Lijn	Dut.	Java-China-Japan-Lijn	About 29th inst.
MARSEILLES, LONDON & ANTWERP	Osaka Shosen Kaisha	Jap.	Osaka Shosen Kaisha	On 26th inst.
MARSEILLES, LONDON & ANTWERP	Jardine, Matheson & Co., Ltd.	Brit.	Jardine, Matheson & Co., Ltd.	On 26th inst., 10 a.m.
MARSEILLES, LONDON & ANTWERP	Butterfield & Swire	Brit.	Butterfield & Swire	On 25th inst., Noon
MARSEILLES, LONDON & ANTWERP	Butterfield & Swire	Brit.	Butterfield & Swire	On 21st inst., Noon
MARSEILLES, LONDON & ANTWERP	Douglas Lafrank & Co.	Brit.	Douglas Lafrank & Co.	On 21st inst., 5 p.m.
MARSEILLES, LONDON & ANTWERP	Douglas Lafrank & Co.	Brit.	Douglas Lafrank & Co.	On 23rd inst., 12 Noon
MARSEILLES, LONDON & ANTWERP	Pacific Mail S.S. Co.	Brit.	Pacific Mail S.S. Co.	On 23rd inst., Noon
MARSEILLES, LONDON & ANTWERP	Canadian Pacific O.S. Ltd.	Brit.	Canadian Pacific O.S. Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	Jardine, Matheson & Co., Ltd.	Brit.	Jardine, Matheson & Co., Ltd.	On 21st inst.
MARSEILLES, LONDON & ANTWERP	Admiral Oriental Line	Brit.	Admiral Oriental Line	On 21st inst.
MARSEILLES, LONDON & ANTWERP	Botelho Bros.	Port.	Botelho Bros.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	Strathairn & Barry	Brit.	Strathairn & Barry	On 31st inst.

SHIPPING MOVEMENTS.

The B.I. and Apar Line a.s. *Talma* left Singapore for this port on the afternoon on the 19th inst., and is due at Hongkong on the morning of the 23rd.

VESSELS EXPECTED.

Diomed (Blue Funnel), due November 21st.
Empress of Canada, due October 27th.
Empress of India (Tampa), due October 27th.
Fushimi Maru (N.Y.K.), due November 3rd.
Hector (Blue Funnel), due November 9th.
Mexico Maru (O.S.K.), due to-day.
Yanfa (Blue Funnel), due November 1st.
Phenix (Blue Funnel), due October 29th.
President Adams (Dollar), due November 10th.
President Garfield (Dollar), due November 21st.
Shunko Maru (O.S.K.), due October 22nd.
Telemachus (Blue Funnel), due November 13th.

SHIPPING NOTES.

Silk forwarded from Hongkong by the *Empress of Russia* on September 25th, arrived in New York on October 17th, having been 22 days in transit.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

Address	From
Soko	Shanghai
Gomburgor, Strandhotel	Shanghai
W. Rotenburg	Springfield, Illinois
Obitikan, 48, Yingsang Street	Amoy
4323	Amoy
Hangwoo	Shanghai
Ueyushang Kwongland	Peking
Shangpu, Wingshingahm, 182, Connaught Road West	Chefoo
Kwongchingfook	Shanghai
Kinyikyuen	Ningpo
Joaninhon, 267, Shanghai Street	Yammat
Yammat	Detroit Michigan

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

Number	Address	From
8684/13th	Holchian, Hong	Calcutta-sub
2746/4th	long Hotel	Brooklyn
6802/10th	Kibo	Calcutta-sub
8271/13th	Totten	Sydney

HONGKONG TIDE TABLE.

From Oct. 21st to 27th, 1924.			
HIGH WATER.		LOW WATER.	
Days of Week	Days of Month	H'kong Standard Time	H'kong Standard Time
Tues.	21	h. m. ft. in.	h. m. ft. in.
		1 40 5 6	10 19 8 0
Wed.	22	2 49 8 4	11 22 2 8
Thurs.	23	3 58 11 2	12 25 5 1
Fri.	24	5 07 14 0	1 28 7 4
Satur.	25	6 16 16 8	2 31 9 7
Sund.	26	7 25 19 6	3 34 11 0
Mon.	27	8 34 22 4	4 37 12 3

CANADIAN PACIFIC

THE

"EMPRESS OF ASIA"

WILL SAIL FROM

HONGKONG

FOR

VANCOUVER

via Shanghai, Nagasaki, Kobe, Yokohama & Victoria.

DAYLIGHT, THURSDAY, OCTOBER 23rd.

Passenger Department: Telephone C. 752. Cables: "GACANPAC."

Freight and Express: Telephone C. 42. Cables: "NAUTYLUS."

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

THE STEAMSHIP

"VAN OVERSTRATEN"

will be despatched to

SINGAPORE, PENANG and BELAWAN-DELI DIRECT

23rd October, 1924.

1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation
 All lower berths. Doctor carried.
 English cuisine. Wireless telegraph.
 In connection with the Royal Packet Nav. Co.'s (K.P.M.) service
 to all destinations in the Netherlands East Indies.
 For Freight and Passage, apply to—

JAVA-CHINA-JAPAN-LYN,
Agents

Telephone Central No. 1574: YONG BUILDING, CHATER ROAD.

Change of Sailing.

PACIFIC MAIL

STEAMSHIP CO.

S.S. "PRESIDENT TAFT"

SAILS FOR

Shanghai, Japan, Honolulu and
San Francisco,

MIDNIGHT, TUESDAY, OCTOBER 21st, 1924.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 2405, G. 2420, G. 2440.

SEIZUOKA MARU ... Thursday, 4th Nov., at 11 a.m.

YOKOHAMA MARU ... Sunday, 23rd Nov.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

ATSUTA MARU ... Wednesday, 2nd Oct., at 11 a.m.

KASHIMA MARU ... Wednesday, 5th Nov.

HAMBURG via LONDON & ROTTERDAM.

MATSUMOTO MARU ... Beginning Dec.

LIVERPOOL via MARSEILLES & VALENCIA.

TAJIMA MARU (Call Glasgow) ... Friday, 1st Nov.

SYDNEY & MELBOURNE via Manila Ports.

MISBIMA MARU ... Friday, 31st Nov., at 11 a.m.

TANGO MARU ... Wednesday, 17th Dec.

NEW YORK & BOSTON via PANAMA.

TSUTSUKA MARU ... Monday, 3rd Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU (Call Port E. & Delagoa B.) ... Friday, 7th Nov.

BOMBAY via Singapore, Penang & Colombo.

MORIOKA MARU ... Wednesday, 29th Oct.

CEYLON MARU ... Monday, 10th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Wednesday, 22nd Oct.

MOJI MARU ... Friday, 31st Oct.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 13th Nov.

SHANGHAI, KOBE & YOKOHAMA.

TOYOHASHI MARU ... Friday, 24th Oct.

SADO MARU (omit Shanghai) ... Monday, 3rd Nov.

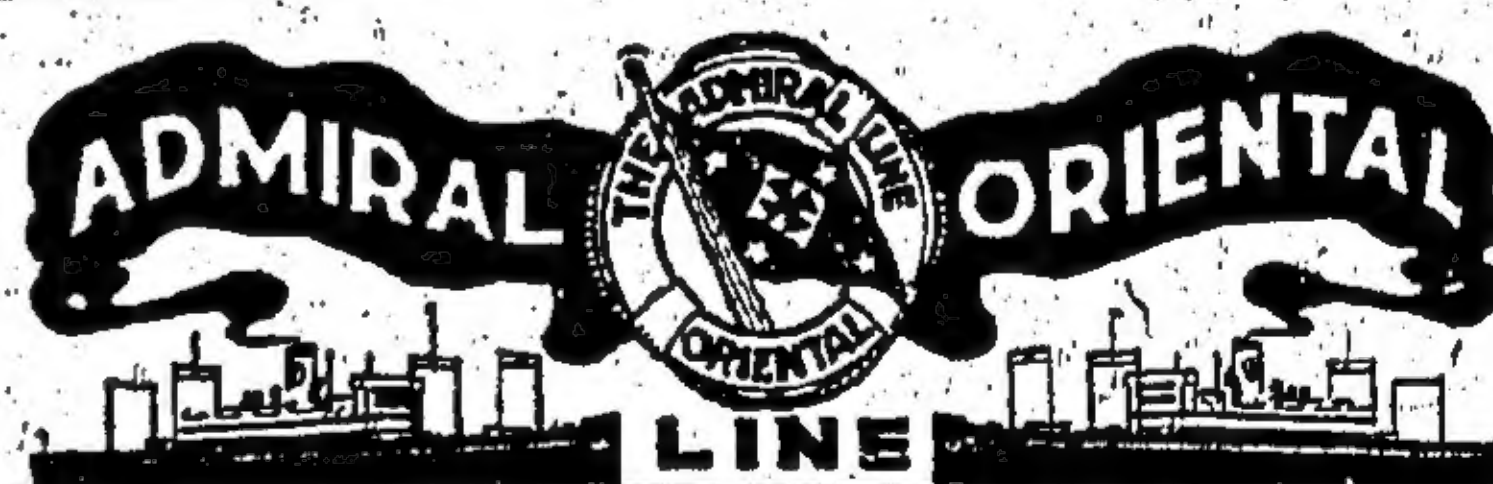
FUSHIMI MARU ... Tuesday, 4th Nov.

HAKOZAKI MARU ... Tuesday, 13th Nov.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT GRANT" ... Oct. 20th.

"PRESIDENT MADISON" ... Nov. 11th.

"PRESIDENT MCKINLEY" ... Nov. 23rd.

"PRESIDENT JACKSON" ... Dec. 5th.

"PRESIDENT JEFFERSON" ... Dec. 17th.

TO EUROPE—£120—£112—£110.

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT GRANT" ... Oct. 21st.

"PRESIDENT MADISON" ... Nov. 2nd.

"PRESIDENT MCKINLEY" ... Nov. 14th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to—

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building (Ground Floor).

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF GLASGOW" 5th Nov. Mars. L'don. A'werp. Edin. & Hamburg

PASSENGER SERVICE.

"CITY OF LAHORE" 28th Oct. Shanghai and Japan.
 "CITY OF LAHORE" 4th Dec. Marselles, London, etc.
 "CITY OF KARACHI" 29th Jan. Do.
 "CITY OF KARACHI" 1st March Do.
 "TRAFFORD HALL" 11th April Do.

"A" Class. "B" Class.

FARES TO LONDON.

"Single 1st Class "A".....£28. "B".....£24. | Single 2nd Class "A".....£12. "B".....£8.
 Cargo Steamers, Saloon Passage-£68.

For further particulars, apply to—

THE BANK LINE, LTD.
 (Tel. Central 780).

HOLYOAK, MASSEY & Co., Ltd., Canton.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

S.S. "CITY OF RANGOON" via Suez Canal 21st Oct.
 S.S. "KOSMO" via Suez Canal 31st Oct.
 S.S. "CALOCHAS" via Suez Canal 10th Nov.
 S.S. "AJAX" via Suez Canal 21st Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
 HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkg. and Sailings for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
CHANTILLY	—	—	28th Oct.
PORTHOUS	—	—	9th Nov.
AMAZON	25th Sept.	27th Oct.	23rd Nov.
ANGERS	9th Oct.	10th Nov.	7th Dec.
ANGERS	23rd Oct.	24th Nov.	21st Dec.
PAUL LECAT	6th Nov.	8th Dec.	4th Jan. 1925

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A Class (1st Class) 2 95. 0s. 0d. B Class (2nd Class) 2 85. 0s. 0d.
 Steamers 1st 2 22. 0s. 0d. Steamers 2nd 2 60. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

" loading for HAVRE, ANTWERP

S.S. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive about 3rd week of October.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 3, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Lights and Fans in Staterooms, Galeries and Excellent cuisine

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIRING	Capt. W. O. Passmore	Tuesday, 21st Oct., at 5 p.m.
HAIRONG	Capt. Ellis Walker	Thursday, 23rd Oct., at 12 Noon.
HAICHING	Capt. A. H. Stewart	Sunday, 26th Oct., at 9 a.m.
HAIFOONG	Capt. W. B. Turnbull	Tuesday, 28th Oct., at 12 Noon

Arrivals and Departures from the Company's Wharf (near Blake Pier).
 Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAIRING," "HAIRONG" and "HAICHING" at the Reduced Rate of \$60.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
 General Managers

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE" 20th November.
 S.S. "CELTIC PRINCE" 1st December.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone Central 3165.
 Telegrams Furprince.

(Incorporated in Great Britain)
 King's Building.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
 DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,913	28th Oct.	S'pore, Penang, Colombo & B'way.
"KASHGAR"	9,005	1st Nov.	Mars., London & Antwerp.
"MALWA"	10,941	15th Nov.	Marselles & London.
"SARDINIA"	6,884	26th Nov.	S'pore, Penang, Colombo & B'way.
"KARMA"	9,098	29th Nov.	Mars., London & Antwerp.
"MANTUA"	10,902	13th Dec.	Marselles & London.
"SOUDAN"	6,886	34th Dec.	S'pore, Penang, Colombo & B'way.
"KRIYA"	9,135	37th Dec.	Marselles, L'don. & A'werp.

1925

"MACEDONIA"	11,089	10th Jan.	Marselles & London.
"SICILIA"	6,913	21st Jan.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	24th Jan.	Mars., London & Antwerp.
"MORE"	10,911	7th Feb.	Marselles & London.
"SARDINIA"	6,884	18th Feb.	S'pore, Penang, Colombo & B'way.
"KASHMIR"	9,098	21st Feb.	Marselles, London & Antwerp.
"MALWA"	10,941	7th Mar.	Marselles & London.
"SOUDAN"	6,886	18th Mar.	S'pore, Penang, Colombo & B'way.
"KARMA"	9,098	21st Mar.	Marselles, London & Antwerp.
"MANTUA"	10,902	4th Apr.	Marselles & London.
"KRIYA"	9,135	15th Apr.	Mars., London & A'werp.
"MACEDONIA"	11,089	2nd May	Marselles & London.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,949	30th Oct.	Singapore, Penang & Calcutta
"TILAWA"	10,000	12th Nov.	do.
"TAIPEA"	8,500	7th Dec.	do.
"TAKIWA"	8,500	15th Dec.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	29th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne
"KASHMIR"	9,098	29th Nov.	do.

Frequent connections from Australia with the Union S.S. Co.'s Steamers to the United Kingdom via New Zealand. The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALMA"	10,000	24th Oct.	Moji & Kobe.
"KASHMIR"	9,098	1st Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"SARDINIA"	6,884	21st Nov.	Shanghai, Moji & Kobe.
"TILAWA"	10,000	8th Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"TAIPEA"	8,500	18th Nov.	Kobe.
"KRIYA"	9,135	29th Nov.	Shanghai, Moji & Kobe.
"SOUDAN"	6,886	29th Nov.	do.
"TAKIWA"	8,500	2nd Dec.	Kobe only.
"KASHMIR"	9,098	9th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	12th Dec.	Shanghai, Moji & Kobe.
"TAKADA"	6,949	15th Dec.	Moji & Kobe.
"SARDINIA"	6,884	27th Dec.	Shanghai, Moji & Kobe.
"SICILIA"	6,913	27th Dec.	do.

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"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MORE"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	9,098	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	9,005	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	do.
"KARMA"	9,098	21st Mar.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"KRIYA"	9,135	15th Apr.	do.
"MORE"	10,911	1st May	do.
"KALYAN"	9,118	15th May	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must defray their own hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

25, Des Voeux Road Central, HONGKONG

Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure
SWATOW & BANGKOK	"KWANGTUNG"	On 31st Oct. Noon
AMOY & SHANGHAI	"SUITYANG"	On 2nd Oct. D.L.
SWATOW & SHANGHAI	"SHANTUNG"	On 14th Oct. 2.30 p.m.
SHANGHAI & TSINGTAO	"LUOHOW"	On 25th Oct. Noon
AMOY, SWATOW & SINGAPORE	"KIANGSU"	On 26th Oct. Noon
SWATOW & SHANGHAI	"SINKIANG"	On 28th Oct. 2.30 p.m.
AMOY & SHANGHAI	"SUNNING"	On 28th Oct. Noon
SWATOW & BANGKOK	"KAYING"	On 28th Oct. Noon
WATIAI & CHEFOO & TIENSIN	"KANOOWA"	On 29th Oct. 4 p.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 30th Oct. 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 30th Oct. 10 a.m.
SWATOW & SHANGHAI	"SZECHEN"	On 30th Oct. Noon

SHANGHAI LINE.—Excellent Saloon accommodation amidships; with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy, Thursday (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
 SAILINGS SUBJECT TO ALTERATION

Steamer	Due Hongkong	Sails for Moji, Kobe, Osaka & Yokohama
"KUT"	—	25th Oct. D.L.
Steamer	Due Hongkong	Sails for Manila Port Banga Thursday Is. Rabaul & Ana. Ports from H'kong.
"CHANGSHA"	1st November	6th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provision, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE, Agents.

Telephone No. Central 38.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DABRE CASTLE" Sails 12th November.
 S.S. "EGREMONT CASTLE" Sails 9th December.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE TO BRINDISI, VENICE OR TRIESTE £66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "DUCHESSA D'AOSTA" Sails about 30th October.
 S.S. "GERANIA" Sails about 23rd November.
 S.S. "ROSANDRA" Sails about 30th November.
 S.S. "NUMEDIA" Sails about 23rd December.
 S.S. "VENEZIA" Sails about 30th December.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PRESIA" Sails about 6th November.
 S.S. "DUCHESSA D'AOSTA" Sails about 7th December.
 S.S. "GERANIA" Sails about 31st December.

RATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails about 30th September.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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OPERATING U.S. GOVERNMENT SHIPS.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

(22 days to San Francisco. 28 days to Los Angeles).

U.S.S. "WEST CARBONA" Due Hongkong 28th Oct. Leave Hongkong 28th Oct.
 U.S.S. "WEST IVAN" Due Hongkong 10th Nov. Leave Hongkong 12th Nov.

Cargo accepted for Transhipment at San Francisco to West Coast Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S. "WEST JESTER" Due Hongkong 30th Oct. Leave Hongkong 31st Oct.
 Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to—

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Steamship Owners, Shipping & Marine Insurance Broker.
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KEELUNG, HONGKONG, CANTON & HAIPHONG.

For CANTON

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—

Branch Office No. 27, Bonham Street West. Tel. Central No. 154.

H. MITARAI, Agents. Top Floor King's Building. Tel. Central Nos. 140 & 142.

